

Minutes of the 145<sup>th</sup> meeting of the Maharashtra Coastal Zone Management Authority (MCZMA) held on 07 July, 2020

Minutes of the 145<sup>th</sup> meeting of the Maharashtra Coastal Zone Management Authority (MCZMA) held under the Chairmanship of Principal Secretary, Environment on 07<sup>th</sup> July, 2020 through video conferencing on WebEx platform. List of the members present in the meeting is enclosed as Annexure I.

Item No. 1: Hon. Supreme Court, New Delhi Order dated 07.11.2019 in Civil Appeal Nos. 668 - 670/ 2017 regarding Adarsh CHS, Colaba Mumbai

The Authority noted that the matter of the post facto CRZ sanction to Adarsh Society was deliberated in 140<sup>th</sup> and 144<sup>th</sup> meeting of the MCZMA held on 26<sup>th</sup> November, 2019 and 11<sup>th</sup> June, 2020, in the backdrop of Hon. Supreme Court Order dated 07.11.2019 in Civil Appeal No(s). 668-670/2017 (Lt. Gen. Shantonu Choudhry and Ors versus Union of India and Ors). Extract of the said minutes of the meeting are as follows:

"The Authority noted that the Hon. Supreme Court has passed an Order dated 07.11.2019 in Civil Appeal No(s). 668-670/2017 (Lt. Gen. Shantonu Choudhry and Ors Versus Union of India and Ors) Extract of the said order is reproduced as below:

*"We have heard Mr. Shekhar Naphade, learned senior counsel appearing for the appellant at length. He submitted that the application preferred by the Appellant for regularisation of the construction is pending consideration.*

*Mr. ANS Nadkarni, learned Additional Solicitor General appearing for the Union of India, Ministry of Environment and Forests fairly submits that the application preferred by the appellant was not forwarded by MCZMA. The non-*



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*consideration of the application for regularisation is also due to the pendency of these appeals.*

*Without prejudice to the contentions that may be raised by the parties at a later point of time, we direct the MCZMA to forward the proposals made by the appellants with its comments to the Union of India. The proposal shall be strictly considered by the Union of India in accordance with the notification dated 06.03.2018 after giving an opportunity to the appellant including a personal hearing within a period of six weeks from today.*

*List this matter in January, 2020."*

The Authority noted that the M/s. Adarsh Co-operative Housing Society Ltd vide letter dated 26.06.2018 had submitted application for post facto clearance in respect of Adarsh CHS building at CTS No. 652, Backbay Reclamation Block No. VI, Colaba Division, Mumbai to the MOEF&CC, New Delhi. The copy of the said application was marked to MCZMA. The said application was made by the Adarsh CHS, in the light of CRZ amendment dated 6<sup>th</sup> march, 2018 to original CRZ Notification, 6.1.2011.

The Authority noted the CRZ amendment dated 6<sup>th</sup> march, 2018 pertaining to post facto CRZ clearance. Relevant extract of the said CRZ Notification is reproduced as follows:

*"4.3 Post facto clearance for permissible activities.-*

*(i) all activities, which are otherwise permissible under the provisions of this notification, but have commenced construction without prior clearance, would be considered for regularisation only in such cases wherein the project applied for regularization in the specified time and the projects which are in violation of CRZ norms would not be regularised;*

  
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*(ii) the concerned Coastal Zone Management Authority shall give specific recommendations regarding regularisation of such proposals and shall certify that there have been no violations of the CRZ regulations, while making such recommendations;*

*(iii) such cases where the construction have been commenced before the date of this notification without the requisite CRZ clearance, shall be considered only by Ministry of Environment, Forest and Climate Change, provided that the request for such regularisation is received in the said Ministry by 30<sup>th</sup> June, 2018"*

Representative of Adarsh CHS along with Advocate attended the meeting and presented the matter before the Authority. The submissions of the Advocate Shri Adsure were heard at length. Written submissions were also submitted by the Advocate Shri Adsure with relevant documents, Form I and Approved CZMP showings site. As per the oral and written submissions of Adarsh CHS:

1. MoEF has granted the Environment clearance on 11.3.2003 and communicated by UDD, GoM vide letter dated 15.3.2003. However, in any case, present proceeding is confined to grant of post facto clearance.
2. Commencement certificates dated 6.9.2005, 23.11.2006, 11.6.2007, 29.11.2007, 22.1.2008, 4.8.2010 as well as Occupation Certificate dated 16.9.2010 were issued with the approval of Metropolitan Commissioner, MMRDA who is planning Authority for BBR VI area.
3. First Plot is 3824.43 Sqm and second plot is 2669.68 Sqm. Therefore, total area comes to 6494.11 Sqm. Permissible FSI as per DR 10(R 6) of BBR VI under DCR for Greater Bombay 1967 is 3.5. Therefore, for these two contiguous plots owned by single entity i.e. Adarsh CHS, available FSI shall be 22729.38 Sqm (6494.11 x 3.5). Therefore, even if area for amenities like lift

  
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well, staircase admeasuring 2814.92 Sqm is added to existing built up area of 8401 Sqm, yet available FSI is not fully consumed. Hence, DCR 51 (vi) (d) and appendix XI of DCR of Greater Mumbai, 1967 cannot be said violated on ground reality.

4. Amalgamation of second plot with first plot is completely irrelevant while considering proposal of CRZ clearance. Further, both first plot (3824.43 Sqm) allotted by 9.7.2004 order and second plot admeasuring 2669.68 Sqm allotted by order dated 5.8.2005 area contiguous plots, owned by Adarsh CHS alone (and prior to that by State Govt alone). In Development plan, second plot was merely reserved for BEST, bus depot, but the land was never allotted to bus depot. Subsequently, with the consultation / concurrence of BEST procedure under section 50 (2) of MRTP Act was followed by UDD Notification dated 3.3.2006 for deletion of reservation of bus depot. Thus, for the both plots, which are contiguous, right from day one, there is single owner i.e. Adarsh CHS. Section 44(1) or (2) of MRTP Act does not contemplate amalgamation of two contiguous plots owned by single owner. Even CRZ Notification 1991 or CRZ Notification 2011 does not contemplate getting permission from MoEF for amalgamation of two contiguous plots owned by single owner for the purpose of utilization of FSI of second plot on building on first plot.

After examining the relevant documents the Authority noted as follows:

1. The Urban Development Department (UDD), GoM has sanctioned the Development Plan (DP) for Backbay Reclamation Scheme in the year 2000. In the sanctioned DP, the road width of Prakash Pethe Marg was shown as 60.97 meter. The UDD, GoM vide Notification dated 10<sup>th</sup> April, 2002 sanctioned the modification to the Development Plan of Backbay Reclamation area under section 37(2) of the MRTP Act, 1966 as regards change in the width of the prakashpethemarg from 60.97 meter to



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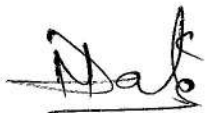


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18.440 meter. Deleted portion of the land was included partly in Residential Zone, parade ground, Helipad and BEST Depot. The subject land was classified as CRZ II area as per the approved CZMP and attracted the provisions of the CRZ Notification, 1991. The matter of change in land use was referred to MoEF, New Delhi by the UDD, GoM.

2. Part of the land admeasuring 3758.82 sqm which was deleted from Road reservation was allotted to Adarsh CHS on 9.7.2004 by the Revenue & Forest Department, Government of Maharashtra. Subsequently, as per the Government order, the District Collector, Mumbai City has incorporated the name of Adarsh CHS in the Property Register Card and also given City survey no. 652 to the Adarsh CHS plot.
3. The site of the Adarsh CHS is situated in CRZ II area as per the CZMP of the Greater Mumbai approved by the MoEF&CC, New Delhi under CRZ Notification, 2011. The site is situated on landward side of the existing authorized structure namely, BEST building from north side. From south side, there is prakshapethe marge.
4. The Mumbai Metropolitan Regional Development Authority (MMRDA) is the special planning Authority for the Backbay Reclamation area. Hence, the Adarsh CHS submitted the proposal to MMRDA with a request to grant the Commencement Certificate. MMRDA issued the CC in stages and Occupation certificate was granted by the MMRDA in the year 2010.
5. MMRDA granted the CC to Adarsh CHS Ltd. The CC was granted in stages in the year 2005, 2007 and 2008 and no point of time, the matter was referred to MCZMA for CRZ recommendation.



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6. In light of the above the Authority examined all the relevant documents, deliberated on the subject issue and observed following irregularities in the proposal made on behalf of Adarsh CHS Ltd:
7. The Authority noted that the proposal for construction of Adarsh CHS Ltd in CRZ II area was not submitted to MCZMA for its recommendation prior to the commencement of its construction.
8. The submission of Adarsh CHS Ltd is that the permissible FSI is 3.5 as per DCR 1967. Further these two contiguous plots owned by single entity i.e. Adarsh CHS, available FSI shall be 22729.38 Sqm (6494.11 x 3.5). Additional plot admeasuring 2669.68 situated adjoining to CTS No. 652 was allotted to Adarsh CHS on 5.8.2005 by Government of Maharashtra.
9. The Authority noted that as per the MMDRA Notification dated 10<sup>th</sup> June, 1977 (amended from time to time) provided that no authority or person shall undertake with in the area of Municipal Corporation of Greater Bombay except with the previous permission of the Metropolitan Authority construction of any building so as to have FSI exceeding 1.33 of that provided in the DCR whichever is lower. Hence the submission of Adarsh CHS Ltd that they are entitled to 3.5 FSI is contrary to the notification issued by MMDRA which is the Planning Authority. There is no approval of the MMRDA Authority with a reasoned order for the FSI higher than 1.33. However, The FSI consumed in the construction of Adarsh CHS is 1.77. Hence there is violation of FSI.
10. The second submission of Adarsh CHS Ltd relating to the FSI issue is that the amalgamation of second plot with the first plot is completely irrelevant while considering proposal of CRZ clearance.



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11. The Authority noted that the CRZ Notification specified the Town and Country Planning Regulations. The issue of amalgamation in the present case is relatable to FSI issue and hence has to be considered by the Authority.
12. The submission of Adarsh CHS Ltd is that the second plot admeasuring 2669.68 Sqm was allotted by order dated 5.8.2005. The said two plots are contiguous plots, owned by Adarsh CHS alone (and prior to that by State Govt alone). The Authority examined the allotment order dated 5/8/2005. The Authority noted that as per the said order dated 5/8/2005, Adarsh CHS Ltd was entitled to use the FSI of the said plot on the Plot No C 87 i.e. Adarsh CHS Ltd. Hence the submission that the second plot was allotted is incorrect. This is also substantiated from the property card of the BEST plot which bears CTS No 657 does not reflect the name of Adarsh CHS Ltd as the owner thereof. The property card of CTS No 657 still stands in the name of Government of Maharashtra.
13. The Authority noted that the two plots were bearing different CTS numbers and the property card did not reflect the name of Adarsh CHS Ltd as single owner and hence the FSI of BEST plot could not have been utilized on Adarsh plot. Amalgamation of two plots were not done. Further, FSI of the BEST plot has been utilized on Adarsh CHS, without amalgamation, not allowed as per town & country planning regulations existed as on 19.2.1991, applicable in the instant case.
14. Considering the above comments, the Authority decided to forward the matter to MoEF&CC, New Delhi for further appropriate action in the matter"



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Accordingly, the matter was sent to MoEF, New Delhi vide letter dated 6.12.2019 to MoEF, New Delhi.

The Authority further noted that the MoEF&CC, New Delhi vide letter dated 8.1.2020 sought a complete proposal copy and CRZ map in 1:4000 scale of the site. Accordingly, the MCZMA vide its letter dated 29<sup>th</sup> January, 2020 sent a letter complying the communication of the MoEF, New Delhi. The MCZMA had informed to MoEF that:

*"The MCZMA in its 140<sup>th</sup> meeting has examined all the relevant documents, deliberated on the subject issue and made observations in the proposal of Adarsh CHS Ltd. Copy of the proposal submitted by the said society, approved CZMP showing the site and copy of the minutes of 140<sup>th</sup> meeting of the MCZMA are attached herewith. The CRZ map in 1:4000 scale of the site is also attached herewith, for further appropriate action, in this regard"*

Now, again MoEF, New Delhi has sent a letter dated 18.2.2020 to MCZMA which states as follows:

*"Reference is invited to your letter No. CRZ 2018/ CR 248/ TC 4 dated 29.1.2020 the above mentioned subject. In this regard, I am directed to reiterate that in compliance of the order dated 7.11.2019 and in accordance with the provisions of the CRZ Notification, 2011, specific recommendation of the MCZMA as specified in the notification dated 6.3.2018, for the project for consideration of post facto CRZ clearance may be submitted to this Ministry for taking appropriate action in respect of the project.*

2. *It is also conveyed that a meeting was held in this ministry on 13.2.2020, wherein representatives of the appellant in the matter of C.A. No. 668-670/2017 before the Hon'ble Supreme Court, were present. The minutes of the meeting is enclosed for your kind perusal and necessary action"*

  
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Minutes of the meeting of the MoEF:

"In compliance to the Hon'ble Supreme Court's order dated 7.11.2019 and subsequent to the briefing taken by Shri A.S. Nadkarni, Additional Solicitor General on 7.2.2020, a meeting was held under the Chairmanship of Shri Arvind Kumar Nautiyal, Joint Secretary on 13.2.2020 in the Ministry. The meeting was attended by representatives of the appellant in the matter of C.A. 668-670 of 270.

It was informed by the representatives of the appellant in the matter of C.A. 668-670 of 2017 that pursuant to the letter of MoEF&CC dated 8.1.2020, they have submitted all the requisite documents as per para 4.2 of the CRZ Notification, 2011 to Maharashtra CZMA on 27.12.2020. The Appellant raised the issue of violation of FSI as contained in the minutes of the meeting of the MCZMQA held on 16.11.2019.

It was reiterated that FSI per se is not a subject to be examined by MoEF and is to be dealt by the concerned Dept/ agency in the State Govt. That, however, in the process of appraisal for CRZ clearance in MoEF, the FSI for the respective projects are required to be as per the norms as stipulated in the CRZ Notifications for various CRZ categories. it was conveyed to the representatives of the appellant that MOEF is yet to receive a complete proposal, including specific recommendation of the MCZMA in consonance with the CRZ Notification, 2011 and its amendment dated 6.3.2018 for further necessary action. The appellant was advised, accordingly, to take up the issue with the MCZMA.

As requested by the representatives of the appellant in the matter of C.A. 668-670 of 2017, a reference shall be made again to MCZMA by the Ministry in regards to specific recommendation of the MCZMA in respect of the project, in consonance with the notification dated 6.3.2018 with an opportunity to hear the appellant on matters related to FSI etc"



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The Authority noted the MoEF's remarks about the FSI issue is "FSI per se is not a subject to be examined by MoEF and is to be dealt by the concerned Dept/ agency in the State Govt. That, however, in the process of appraisal for CRZ clearance in MoEF, the FSI for the respective projects are required to be as per the norms as stipulated in the CRZ Notifications for various CRZ categories.

The Authority noted that the Adarsh CHS has sent its representations to MCZMA about the FSI issue. Representatives of the Adarsh CHS were heard during the meeting, as per which, Concern planning Authority i.e. MMRDA has approved the building plans of the Adarsh CHS as per the then prevailing norms applicable in CRZ II areas of Mumbai and accordingly building has been constructed.

During the 144<sup>th</sup> meeting, Metropolitan Commissioner, MMRDA presented its stand in the matter stating that the MMRDA had filed an affidavit, stating about the FSI details before the Hon'ble High Court in WP No. 369/2011 Adarsh CHS Vs Union of India. However, Hon'ble High Court considering stands of all Authorities passed an order dated 29.4.2016 which states that there is violation of MRTP and CRZ norms.

The Authority vide email 12.06.2019 has sought written submissions from MMRDA.

Hearing was extended to Adarsh CHS representatives & Advocate Ravindra Adsure. The Authority noted that written submission of the MMRDA, as sought by MCZMA is awaited in the matter. Hence, the matter was deferred. On receipt of MMRDA written submissions, the matter would be placed before the MCZMA.



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**Item No. 2:** Proposed multimodal Corridor from Chirner (JNPT) to Balavali (NH17) by MMRDA

The officials of MMRDA presented the proposal before the Authority. The Authority noted that the proposal is for development of Multi Modal Corridor from Chirner (JNPT to Balavali (NH 17).

The Authority noted that earlier, the proposal was considered in 127<sup>th</sup> & 135<sup>th</sup> meeting of MCZMA held on 02.11.2018 & 15.07.2019.

A multimodal corridor is a single corridor in which multiple modes such as buses, BRT, metro rail and cars, along with utilities such as water, sewage and gas lines area present in the same Right to way. Details of the proposal is as follows:

- a) Length of the multimodal Corridor between village Chirner to village Balivali (NH 17) is 18 km
- b) Proposed multi modal corridor will function as connector between MTHL, NH4B and Mumbai-Pune Expressway & NH 17
- c) Proposed Right of Way is 99 m.
- d) Length of elevated portion is 550 meter
- e) 3 Nos. of VUPs
- f) 6 Nos. of Flyovers
- g) 2 Nos. of Overpass
- h) 3 Nos. of Minor Bridges
- i) 5 Nos. of Major Bridges
- j) 1 No Road over Bridge (ROB)
- k) 7 Nos. Box Culverts
- l) Tunnel is 0.835 Km.

The section passes along the settlements such as Dighode, Vindhane, Dhakti Jui, Taki gaon, Korpoli, Kalambusare, Kelvane, Rave, Kopar, Govirle & Balavali. The proposal involves acquisition of land currently under various land use (residential, agricultural, Forest etc) for proposed construction.

  
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Major components of the projects are as follows-

- Access Controlled Highway - High-speed signal-free passage for all highway modes with entry and exit only through dedicated interchanges Service Roads.
- Access the Service Road - Access the land use adjacent to the Multi Modal Corridor (MMC) without interfering with the highway traffic.
- Metro Rail - Along the median of access controlled lanes
- Bus Rapid Transit - Along the access controlled lanes of the multimodal corridor and the bus stops would align with the metro stations to provide seamless transfers
- Non-Motorized Traffic Lanes - Provision of non-motorized traffic on either side of the road
- Pedestrian Foot Paths and Parking
- Utilities - Corridors for utilities such as water, sewage and gas lines on underground.

The Authority noted that earlier, the proposal was deliberated in 127<sup>th</sup> meeting of MCZMA held on 02.11.2018, wherein it was decided that the MMRDA shall submit the details of proposed activities in different CRZ classifications CRZ-I (A) & (B), CRZ-III & CRZ-IV (B) and revert. Further, MMRDA need to consider the order dated 17<sup>th</sup> September, 2018 in PIL 87/2006 passed by Hon'ble High Court of Mumbai, which prohibits the construction activity in mangrove area and its 50 m buffer zone. The Authority deferred the proposal for submission of the above said information to MCZMA.

During the meeting, the MMRDA officials presented that, the MMRDA will take prior High Court permission, once the MCZMA grants recommendation. It was further presented that in other similar matters where project is affected by mangroves, the Hon'ble Court is seeking the decision of the MCMZA first. It was further presented that the project is in the larger public interest and prior CRZ recommendation from the MCZMA is required for the project.

  
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MMRDA officials presented that multimodal corridor is passing through CRZ I-A, CRZ I-B, CRZ III and CRZ IV B area. Details of the alignment with respect to CRZ categorization submitted by the MMRDA is as follows:

Sr No	Crossing Place	Chainage	Crossing length (km)	CRZ Category (Area In Sq.M)				Total CRZ Crossing Area (sqm)	Actual foot print area in 1A ( sqm)	Structure proposed	Remark
				1-A (Mangroves + Buffer)	I-B (Mudflats)	III	IV-B				
1	Near Bailond ekhar	79.4 to 79.8	0.40	1970.201	-	-	-	19702.01	975.00 (3x13x5x5)	Flyover	Mudflats off Dhutumkhar river
2	Near Vindhane & Dighode	80 to 81.3	1.30	6795.800	9334.00	39667.69	11952.00	128911.69	3225.00 (3x43x5x5)	Major Bridge	Karanja Creek
3	Near Bhom & Chirner	83.3 to 84.15	0.85	6300.900	5130.00	7659.00	5010.00	80808.00	2100.00 (3x28x5x5)	Major Bridge	Chikhali Bhom Pond
4	Near Bhom & Chirner	84.6 to 84.74	0.14	7210.00	3298.03	-	-	10508.03	375.00 (3x5x5x5)	Major Bridge	Mudflats along Chikhali- Bhom Pond
5	Near Dighati	89.79 to 89.87	0.08	10415.52	3901.00	-	387.00	14703.52	225.00 (3x3x5x5)	Major Bridge	Creeklet of Dharamtar creek
6	Near Rave & Near Kopar	92.4 to 92.77	0.37	2300.576	5129.00	17055.52	4348.00	49538.28	900.00 (3x12x5x5)	Major Bridge	Mudflats along Patalganga river
7	Near Kopar	93.1 to 93.28	0.18	8259.83	-	-	-	8259.83	450 (3x6x5x5)	Flyover	Rivulet of Patalganga river
8	Balavli	95 (Interchange)		-	18601.00	37310.00	-	55911.00		Inter Change	Mudflats along Balganga river
	TOTAL		3.320	199560.12	45393.03	101692.2	21697.0	368342.36	8250.00		

From the presentation done by the MMRDA officials, the Authority further noted that proposed corridor is passing through green field areas in Jurisdiction of planning Authorities like CIDCO (Naina) and Khopta. It falls in Uran, Panvel and pen

  
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Taluka of Raigad district. Approximately 220.395 Ha land is proposed to be acquired for the project, which is situated in CRZ, Forest/ Mangrove, Agriculture. Karnala Bird sanctuary is about 2.3 km towards east. The MMRDA further informed that public hearing has not been done for the project. It was noted that there is typographic error in last minutes of the MCZMA about the public hearing been conducted.

The Authority noted that the impact of the project on ecologically sensitive coastal area needs to be studied along with its mitigation plan. EIA report should extensively cover the impact of the project along with its mitigation measures and Environment Management Plan. The MMRDA should submit the EIA report for the Chirner (JNPT) to Balavali (NH17) stretch. It was noted that the MMRDA has submitted EIA report for Navghar to Chirner stretch and not for Chirner to Balavali stretch. CD submitted by proponent also contains the EIA of Navghar to Chirner stretch.

The said proposal was deliberated in 135<sup>th</sup> meeting of MCZMA held on 4<sup>th</sup> July, 2019. The Authority directed the MMRDA to submit the following details:

- 1) MMRDA to submit the EIA/ EMP for the Chirner (JNPT) to Balavali (NH17) stretch. EIA report should extensively cover the assessment of the impact of the project on the ecologically sensitive areas such as mangroves, active mudflats, coastal water bodies along with its mitigation measures and Environment Management Plan.
- 2) As per the submission of MMRDA, the project is passing through mangroves & its 50 m buffer zone area which is around 19.95 Ha. MMRDA to explore the different alignment of the Multimodal Corridor in order to minimize the cutting/ destruction of mangroves. MMRDA to consult with Mangrove Cell. Area of the mangroves proposed to be cut should be submitted along with mangrove afforestation plan by the MMRDA in consultation with Mangrove Cell. Mangrove Cell shall give its report in the matter, for which, site visit may be carried out by the Mangrove Cell officials.
- 3) MMRDA has submitted the power point presentation copy wherein the alignment of the corridor is shown on approved CZMP. MMRDA to submit a

  
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separate copy of alignment of the multimodal corridor superimposed on approved CZMP.

- 4) MMRDA to submit clarification whether, the project involves reclamation of Coastal water bodies.
- 5) The Authority noted that the project involves not only metro rail, it also involves multiple modes such as buses, BRT, and cars, along with utilities such as water, sewage and gas lines. Thus, it may be area development project. MMRDA to submit its comment the same.
- 6) The Authority after deliberation decided to defer the project for submission of above said information by the MMRDA.

Accordingly, MMRDA vide letter dated 13.03.2020 submitted the reply as below:

Sr. No.	Observations	Reply
1.	MMRDA to submit EIA/EMP for the Chirner (JNPT) to Balavali (NH17) stretch. EIA report should extensively cover the assessment of mangroves, active mudflats, coastal water bodies along with its mitigation measures and Environment Management Plan.	EIA report pertaining to Chirner (JNPT) to Balavali (NH17) stretch covering the assessment of mangroves, active mudflats, coastal water bodies along with its mitigation measures.
2.	As per the submission of MMRDA, the project is passing through mangroves & its 50m buffer zone area which is around 19.95 Ha. MMRDA to explore the different alignment of the Multimodal Corridor in order to minimize the cutting/ destruction of mangroves. MMRDA to consult with Mangrove Cell. Area of the mangroves proposed to be cut should be submitted along with Mangrove Cell.	As directed, the Mangrove Cell has carried out a site visit and submitted its report.

  
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	shall give its report in the matter, for which, site visit may be carried out by the Mangrove Cell officials.	
3.	MMRDA has submitted the power point presentation copy wherein the alignment of the corridor is shown on approved CZMP. MMRDA to submit a separate copy of alignment of the multimodal corridor superimposed on approved CZMP	Separate copy of alignment of the multimodal corridor superimposed on approved CZMP is enclosed herewith.
4.	MMRDA to submit clarification whether, the project involves reclamation to Coastal water bodies.	The proposed project does not involve reclamation of coastal water bodies except for the laying of foundation for bridge pillars for the proposed road alignment.
5.	The Authority noted that the project involves not only metro rail, it also involves multiple modes such as buses, BRT, and cars, along with utilities such as water, sewage and gas lines. Thus, it may be area development project. MMRDA to submit its comment the same.	The project pertains to the development of a connector road which is neither state, nor national highway hence not covered under EIA Notification, 2006. Letter dated 30.3.2019 issued by Member Secretary, SEIAA for exemption from requirement of Environmental Clearance for this project.

The Authority noted the report of Mangrove cell which is as follows:

*The officials of mangrove cell visited the sites of 5 villages on 29.11.2019 and observed that, proposed alignment is passing through mangrove areas on private lands. 1) At mouje Rave, 2.3 Ha mangroves & 0.51 Ha mudflat to be affected, 2) At mouje Dighati, 1.04 Ha mangroves & 0.39 ha mudflat to be affected, 3) At mouje Bhum, 6.3 Ha mangroves & 0.51 ha mudflat to be affected, 4) At mouje, Vidhane & Dighode, 6.79 Ha mangroves & 0.93 ha mudflat to be affected, 5) At mouje Koper, 0.82 Ha mangroves to be affected. However, it is necessary to determine exact*

  
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*affected mangrove area and Clearance under Forest Conservation Act, 1980 should be obtained.*

During the meeting, the Authority observed the following:

- 1) MMRDA to explore the different alignment of the Multimodal Corridor in order to minimize the cutting/ destruction of mangroves.
- 2) As per the site visit report of mangroves cell, the project is affected by mangroves at village rave, dighati, bhum, vidhane-dighode, koper. Report further mentions that survey is required to determine the quantification of mangroves. PP though mangroves cell to submit detailed survey for quantification of mangroves to be affected due to proposed alignments.

After deliberation, the Authority decided to defer the proposal for the submission of the above said information to the Authority.

**Item No. 3:** Proposal for providing and laying RC Pipes Sewer Lines from Anik Wadala to CST road junction by Micro Tunneling & Pipe Jacking Method including Ground improvement & allied work, Mumbai by MCGM

The officials from MCGM presented the matter before the Authority. The Authority noted the proposal for providing and laying RC Pipes Sewer Lines from Anik Wadala to CST road junction by Micro Tunneling & Pipe Jacking Method including Ground improvement & allied work, Mumbai.

The MCGM has proposed to lay 5.0 km length of sewer line of 1000/1200 mm diameter by trenchless method i.e. Micro tunneling and Pipe Jacking Method. In above work, the sewage flow generated from the non sewerred areas of F/N and M/West ward will be carried to the Ghatkopar Pumping station on the downstream side by laying 1000 mm x 1200 mm dia. trunk sewer mains for 5.0 Km along Anik Wadala Road (Sewri Chembur Road) and connecting it to 1800 mm dia sewer line at S.G.Barve Road Junction E.E.Highway, Kuria (East). The significant feature of the above work is to provide sewerage facilities to the localities in Pratiksha. Nagar,



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Bhaminaka, Sanganmagar, part of Antop hill, Anik Wadala area & Kokari. Agar of F/North ward and Bhakti Park & IVIMRDA colony in M/West ward within the municipal limits of Greater Mumbai This will result in improving the hygienic condition for the locals of areas surrounding sewer line.

The sewer line will be laid within road line and no structure will be constructed above the ground level, thus it will not destruct/damage the existing mangrove growth which is beyond and away from the existing municipal road (Anik, Wadala road). Further, the proposed work of sewer line do not consist any work or construction of any structure which consume FSI.

The Authority noted that part portion of proposed sewer pipe line alignment is falling within 50 mtr buffer zone of mangrove i.,e. in CRZ-I and it will be laid along Anik Wadala Road (Sewri Chembur) which is existing Municipal road. Part portion of proposed sewer pipe line alignment falls in CRZ-II and non CRZ area.

The proposal was deliberated in 141<sup>st</sup> meeting of MCZMA held on 5<sup>th</sup> December, 2019. The Authority directed that mangrove cell to make site visit & submit detailed report. Accordingly, the Deputy Conservator of Forest vide letter dated 13.2.2020 has sent a mangrove Cell report, as per report:

*As per Forest Range Officer, Mumbai mangrove conservation Unit site inspection dated 18.1.2020, the site under reference is adjacent to notified mangroves. There is nalla in said project layout adjacent to CTS no. 117 and hence, the sewer line is proposed from under the mangrove land on CTS no. 117. Further the said proposed work is seen 20 to 30 meter away from well and around 4.26 meter beneath the mangroves, there would be no destruction of mangroves on the site due to proposed work. However, proposed work of sewer line is passing through notified forest, clearance under "Forest Conservation Act, 1980" shall be obtained.*

The Authority noted that as per the Hon'ble High Court order dated 17<sup>th</sup> Sep, 2018 in WP no. 3046/2004 & PIL 87/2006, "Regardless of ownership of the land having mangroves and the area of the land, all constructions taking place within 50 metres on all sides of all mangroves areas shall be forthwith stopped. The area of

  
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*50 meters shall be kept free of construction except construction of a compound wall/fencing for its protection"*

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

The Authority after deliberation decided to recommend the proposal from CRZ point of view 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.
1. PP to ensure that no construction is allowed in mangroves. There shall not be violation of the Hon'ble High Court order dated 17<sup>th</sup> September, 2018 in PIL 87/2006.
2. PP to obtain permission from Hon'ble High Court, since proposed Sewer Lines falls in 50 m mangrove buffer zone.
3. PP to obtain clearance under "Forest Conservation Act, 1980"
4. Natural course of creek/river water should not be hampered due to proposed activities.
5. No reclamation of coastal water bodies is allowed.
6. All other required permission from different statutory authorities should be obtained.

**Item No. 4:** Proposed construction of 86 DUS beneficiaries construction under PMAY Scheme at Alibag, Dist. Raigad by Alibag Municipal Council

The officials of Alibag Municipal Council presented matter before the Authority. The Authority noted the proposal for construction of 86 DUS beneficiaries construction under PMAY Scheme at Alibag, Dist. Raigad.

  
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The proposal was considered in the 133<sup>rd</sup> meeting of MCZMA held on 30.04.2020. The Authority observed that the proposal submitted by the Alibag Municipal Council is incomplete and directed AMC to submit certain details. Accordingly, the Alibag Municipal Council submitted approved CZMP, 1991, Form 1 and summary of project as follows:

1. The proposed construction of new houses to EWS beneficiaries under PMAY Scheme for AMC in 13 locations in Alibag City by demolishing all katchha pacca houses existing on the site under reference. There are 86 no. Of beneficiary of the said project.
2. As per approved CZMP of Alibag under CRZ Notification, 1991, the sites under reference are situated in CRZ-II.
3. 13 Locations covered in the project are Bandar Pada, Chavadi Mohalla, Karve Road, Kille Pada, Koli Wada, Madhala Pada, Mandavi Mohalla, Math Ali, Methpada, Near Mayur Bekri, Poshir pada, Salavi Wada & Shivalkar Naka

During the meeting, the Authority observed the following:

1. Alibag Municipal Council have submitted the CZMP, 1991. AMC need to submit approved CZMP, 2011 superimposing the locations on approved CZMP of Alibaug. Whether the buildings are located on landward side of existing road.
2. AMC needs to submit the total built up area of each location with FSI details.

After deliberation, the Authority decided to defer the proposal for the submission of the above said information to the Authority.

**Item No.5:** Proposed construction of sea wall at Gharapuri Island & Panje village & boat landing jetty at Nhava, JNPT by Jawarlal Nehru Port Trust

  
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The officials of Jawarlal Nehru Port Trust (JNPT) presented the matter before Authority. The Authority noted the proposal for construction of sea wall at Gharapuri Island & Panje village & boat landing jetty at Nhava, JNPT.

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 a 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.

The PP presented that, the proposed activities are as follows:

1. Construction of 3.2 km length sea wall at Gharapuri Island,
2. Construction of 270 m length sea wall at Panje village &
3. Construction of boat landing jetty (45 m length) and approach trestle (20.0 m length) at Nhava, JNPT

The PP presented that, the seawall protection shall be located along the shoreline on the western side of the Gharapuri Island from Shet bander to Rajbander jetty. The location of proposed sea wall protection with 3.2m wide. The proposed seawall protection shall be designed in such a way to protect the earth fill on landside subjected to surcharge loading and also to prevent high water level from seaside. The proposed structure shall be consists of 3.2m wide roadway and rubble slope protection on the either sides of the retaining wall. The proposed Gharapuri seawall construction in CRZ III (2895 M area) and CRZ IA (185 M area) as per CZMP 2011. The Gharapuri Grampanchayat has issued No Objection for the proposed seawall at Gharapuri.

The PP presented that, the location of proposed sea wall protection at Panje Koliwada is located 270 m from the Panje Koliwada village along the shoreline on the northern side. The proposed seawall protection shall be designed in such a way to protect the earth fill along landside subjected to surcharge loading and also to

  
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prevent high water level from seaside. The proposed structure shall be consists of 3.2 m wide roadway and rubble slope protection on the either sides of retaining wall. The proposed Panje Seawall falls in CRZ 1A (270 m) as per CZMP 2011. The Panje Grampanchayat has issued No Objection for the proposed seawall at Panje.

The PP presented that, the proposed boat landing facility at Nhava shall be designed in such a way to allow berthing of small vessels up to 30DWT. Physical hydraulic model studies has been carried out by CWPRS. The proposed structure shall be consists of boat landing (45.0m length), and Approach trestle (20.0m length). The boat landing and approach trestle shall be separated by 50 mm thick expansion joint. The proposed jetty falls in CRZ IV B as per approved CZMP 2011. The Nhava Grampanchayat has issued No Objection for the proposed jetty at Nhava.

The PP further presented that, CWPRS has prepared the study report for Boat Landing facility at Nhava and IIT Chennai has prepared study report for the construction of seawall. EIA/ EMP for the proposed activities has been submitted

The proposal was considered in the 139<sup>th</sup> meeting of MCZMA held on 05.11.2019. Considering the existence of mangrove in the vicinity of the sites, the Authority opined JNPT 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 area & 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.

The PP has submitted the 3 nos of site visit reports of Mangrove Cell, Mumbai on 06.03.2020. The site visit was done at proposed site on 28<sup>th</sup> November 2019.

1) Following observation of mangrove cell were made during site visit on construction of Sea wall protection at Gharapuri Island-



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The sea wall protection shall be located along the shoreline on the western side of the Gharapuri Island from Shetbander to Rajbander Jetty. The proposed structure shall consist of 3.3 m wide roadway and rubble slop protection on the either sides of retaining wall. The length of the proposed seawall is about 3.2 Km. No true mangrove species have been observed in the proposed project site. Construction of sea wall is towards village/ landward side which was not obstructing the flow of water to mangrove area. Any mangrove cutting will not be involved in the proposed site. However about 100-150 meter proposed wall is passing through the 50 meter buffer zone in the north-west direction.

2) Following observation of mangrove cell were made during site visit on construction of Sea wall protection at Panje village-

The location of proposed sea wall protection at Panje Koliwada is located 170 m from the Panje Koliwada village along the shoreline on the norther side. The proposed structure shall consist of 3.0 m wide roadway and rubble slop protection on the either sides of retaining wall. The proposed sea wall protection fall under maritime Board Land. The proposed site is located within the 50 m buffer area of mangrove forest. No true mangrove species have been observed in the proposed project site. Construction of sea wall is towards village which was not obstructing the flow of water to mangrove area even there will not be mangrove cutting involved due to seawall construction.

3) Following observation of mangrove cell were made during site visit on construction of boat landing jetty-

The proposed structure shall be consists of Boat Landing (45.m length) and approach trestle (20.0 m length). The boat landing and approach trestle shall be separated by 50 mm thick expansion joint. No true mangrove species have been observed in the proposed project site. The proposed site is also located beyond the 50 meter buffer area of mangrove forest.

  
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The Authority noted that, 100-150 meter proposed wall at Gharapuri island and 270 m proposed wall at Panje is passing through the 50 meter mangrove buffer zone. No mangrove cutting involved in the project.

The Authority noted that as per the Hon'ble High Court order dated 17<sup>th</sup> Sep, 2018 in WP no. 3046/2004 & PIL 87/2006,

*"Regardless of ownership of the land having mangroves and the area of the land, all constructions taking place within 50 metres on all sides of all mangroves areas shall be forthwith stopped. The area of 50 meters shall be kept free of construction except construction of a compound wall/fencing for its protection"*

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

The Authority after deliberation decided to recommend the proposal from CRZ point of view 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. PP to ensure that no construction is allowed in mangroves.
3. PP to obtain permission from Hon'ble High Court, since part of the wall falls in 50 m mangrove buffer zone at Gharapuri & Panje.
4. Natural course of creek/river water should not be hampered due to proposed activities.
5. No reclamation of coastal water bodies is allowed.
6. All other required permission from different statutory authorities should be obtained.



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**Item No. 6:** Proposed construction of elevated connector from Sewri to Worli (East - West Corridor) for Mumbai Trans Harbour Link (MTHL) Dispersal by MMRDA

The officials of MMRDA presented the matter before the Authority. The Authority noted the proposal for construction of elevated connector from Sewri to Worli (East - West Corridor) for Mumbai Trans Harbour Link (MTHL) Dispersal.

The proposal was earlier considered in 87<sup>th</sup>, 92<sup>nd</sup>, 103<sup>rd</sup> & 140<sup>th</sup> meeting of MCZMA held on 20<sup>th</sup> to 21<sup>st</sup> January 2014, 19<sup>th</sup> July, 2014, 20<sup>th</sup> August, 2015 and 26<sup>th</sup> November, 2019 respectively. In the 140<sup>th</sup> meeting, the Authority directed MMRDA to submit the public consultation for residents of Worli sea face area, as requested by the MCZMA.

The PP presented that, Elevated viaduct having 2 + 2 lanes and having length of 4.5 km (excluding ramps) is proposed. Alignment connects Sewri Interchange of MTHL at east side of Sewri Railway Station to Narayan Hardikar Road leading to Worli Sea Face providing direct connectivity of MTHL to the Bandra-Worli Sea Link. Project alignment crosses over Eastern Freeway, Proposed CSTM-Panvel Elevated Corridor, Monorail on Acharya Donde Road and Flyovers at Dr. Babasaheb Ambedkar Road and Senapati Bapat Road. Includes construction of 2 ROBs at Sewri and Elphinston Road (Prabhadevi) Railway station. It provides connectivity to MTHL, Rafi Ahmed Kidwai Marg, Acharya Donde Marg and Narayan Hardikar Marg for to and fro movement of traffic. Small lengths at Sewri side & Worli sides of the project fall under the Coastal Regulation Zone-II.

Out of length of 4.5 km of alignment, 265.5 m at Sewri Side and 183.124 m at Worli Side falls in CRZ-II area. Ramp at Sewri side of 588.225 m also falls in CRZ-II area as per approved CZMP of Greater Mumbai of 2011.

The PP presented that, MMRDA has explored the feasibility of providing alternatives/additional ramps along the link. MMRDA has carried out the ambient air quality studies along the project alignment.



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The PP further presented that, public consultation conducted on 7<sup>th</sup> Jan, 2020 and was attended by around 26 participants. There are comments from CAT, BEAG, Zoru Bathena and Rohit Katre. MMRDA presented that they provided answers to queries raised during public consultation.

The Authority also noted representation dated 10.2.2020 received from Mr. Mahesh Saran, which mainly states about the engineering aspects of the issue which is beyond the scope of CRZ Authority.

The Authority noted that, the part of the project falls in CRZ-II 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

The Authority after deliberation decided to recommend the proposal from CRZ point of view 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.
1. This CRZ recommendation for elevated connector from Sewri to Worli (East - West Corridor) in CRZ II portion for MTHL only. No construction is allowed in CRZ I area.
2. During construction phase of the project, construction debris should not be dumped in the creeklet and mangroves.
3. Mitigation measures proposed in the EIA report should be implemented in order to lessen the adverse impact of the project on surrounding environment.
4. All other required permission from different statutory authorities should be obtained.

  
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**Item No.7:** Proposed strengthening and repairing of existing road and jetty and construction of new tourism jetty with allied facilities at Vengurla Port, Tal. Vengurla, Dist. Sindhudurg by MMB

The MMB officials presented the matter before the Authority. The Authority noted the proposal for strengthening and repairing of existing road and jetty and construction of new tourism jetty with allied facilities at Vengurla Port, Tal. Vengurla, Dist. Sindhudurg.

Construction of new approach jetty is 7.5 m width x 80 m length and berthing jetty is 14 m x 64 m. Construction of protective section for distressed road is 450 m. There are no Mangroves present on the site. Existing jetty at Vengurla is already used by the local community, however better facilities are required to explore the potential for tourist. As per the approved CZMP under CRZ Notification, 2011, proposed strengthening and repairing of existing road falls in CRZ-III area. Further, strengthening and repairing of existing road and jetty and construction of new tourism jetty with allied facilities is situated in CRZ IB & IV area.

The upcoming international airport at Chipi is about 31 km from the Project site which will cause greater influx of tourist hence development of facility prior will be an added advantage. The site operation does not conflict the scenic beauty of the existing coastal waterfront but only enhance visual aesthetics for plying tourist to and fro. CWPRS has prepared the design study report. EIA report is submitted by MMB.

The Authority 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

The Authority after deliberation decided to recommend the proposal from CRZ point of view to SEIAA subject to following conditions:

  
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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. PP to ensure that no construction is allowed in mangroves & its 50 m buffer zone. There shall not be violation of the Hon'ble High Court order dated 17<sup>th</sup> September, 2018 in PIL 87/2006.
3. Natural course of creek/river water should not be hampered due to proposed activities.
4. Activities of local fishermen should not hampered/ stopped due to proposed activities. NoC from the Commissioner, Fisheries should be obtained.
5. All other required permission from different statutory authorities should be obtained.

**Item No. 8: Proposed construction of Anti Sea Erosion bund at Colaba, Mumbai by MMB**

The MMB officials presented the matter before the Authority. The Authority noted the proposal for construction of Anti Sea Erosion bund at Colaba, Dist. Mumbai.

The proposal is for anti sea erosion bund at Colaba, Dist. Mumbai to protect the land from erosion due to sea waves. A bund is proposed on the site to restrict the waves from erosion of the inhibited land and prevent further loss. Considering the current status of erosion and wave behavior, it is necessary to implement the project. The Construction of Anti -Erosion bund is required to Stop the Erosion of wall Adjacent of Coloba Sewage Treatment Plant (CSTP). The CSTP having Capacity of 37 MLD comes under Mumbai Sewage Disposal Project (M.S.D.P) of Municipal Corporation of Greater Mumbai. The waste water collected from nearby area is treated at this STP and further discharge in Sea. Length of Bund is 500m. There are no Mangroves on the site.

As per the approved CZMP under CRZ Notification, 2011, proposed Anti-Sea Erosion bund is situated in CRZ II area.

  
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The Authority 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


The Authority after deliberation decided to recommend the proposal from CRZ point of view 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. PP to ensure that no construction is allowed in mangroves & its 50 m buffer zone. There shall not be violation of the Hon'ble High Court order dated 17<sup>th</sup> September, 2018 in PIL 87/2006.
3. PP to obtain NoC from Mangrove Cell.
4. Natural course of creek/river water should not be hampered due to proposed activities.
5. All other required permission from different statutory authorities should be obtained.

**Item No. 9:** CRZ status for Vidhan Bhavan Station box and allied activities such as entry /exit, ventilation shaft, temporary space etc of MML - 3 project of Mumbai Metro Rail Corporation Limited by MMRCL

The MMRCL officials presented the matter before the Authority. The proposal for CRZ status for Vidhan Bhavan Station box and allied activities such as entry /exit, ventilation shaft, temporary space etc of MML - 3 project of Mumbai Metro Rail Corporation Limited.

Earlier, SEIAA granted CRZ Clearance for Vidhan Bhavan u/g station and allied activities on 21<sup>st</sup> April 2017 under CRZ Notification, 2011 in CRZ-III area (18738



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sqm) considering 500 m. CRZ buffer for bay as per CZMP 1991. Thereafter, additional proposal for CRZ II and CRZ III (minor portion) proposal for CRZ clearance admeasuring area of around 8611.69 sq m. (remaining area) for Vidhan bhavan station for remaining part of station box and entry/exit, VS, AB and temporary work area was submitted to MCZMA in the year 2017.

The MCZMA recommended the proposal in its 119<sup>th</sup> meeting and also SEIAA approved in 113<sup>th</sup> meeting held on 05/01/2018 considering 500 m. CRZ buffer for bay as per CZMP 1991 but CRZ clearance was withheld for preparation of New CZMP as per CRZ notification 2011. SEIAA again appraised the proposal in 160<sup>th</sup> meeting (7.3.2019) on the basis of Superimposition of Vidhan bhavan station box and allied activities on new CZMP finalized as per CRZ notification 2011. New CZMP-2011 was finalized by this time. SEIAA in its meeting observed that, whole vidhan bhavan station and allied activities fronting to back bay are outside the CRZ buffer of 100 m area as per New CZMP. The proposal is referred back to MCZMA to confirm the CRZ status as per CZMP prepared as per CRZ notification-2011.

The Authority observed that as per the map and report dated 18.10.2019 prepared by IRS, Chennai concluded that Vidhan Bhavan station and allied activities in Fort Village, Ward 'A', Greater Mumbai fall outside the CRZ area as per the CRZ Notification, 2011.

After deliberation, the Authority decided to confirm that as per the approved CZMP under CRZ Notification, 2011, the Vidhan Bhavan station and allied activities in Fort Village, Ward 'A', Greater Mumbai is situated in non CRZ area.

**Item No. 10:** Proposal for reconstruction of Jalbhushan Bunglow in Raj Bhavan Complex on property bearing C. S. no. 2 of Malbar Hill Division in D ward, Mumbai by PWD

The PWD officials presented the matter before the Authority. The proposal of reconstruction of Jalbhushan Bunglow in Raj Bhavan Complex on property bearing C. S. no. 2 of Malbar Hill Division in D ward, Mumbai.

  
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The building plans for proposed reconstruction of "Jal Bhushan" - Bungalow is approved as per the DCR 1967 by the MCGM on 16th March 2020. Proposed bungalow comprises of Lower Ground Floor + Ground Floor + First Floor and BUA of 4,902 sq. m.

As per approve CZMP under CRZ Notification, 2011, the land under reference is situated in CRZ II area.

The Authority noted that as the site as in CRZ II area, reconstruction of building could be permissible subject to FSI of the town country planning regulations existed as on 19.2.1991. MCGM should strictly ensure that the proposed construction is within the limit of permissible FSI of 1991 norms.

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 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) Construction debris should not be dumped in CRZ area.
- 3) All other required permission from different statutory authorities should be obtained.

**Item No. 11:** Proposed Captive Jetty, conveyor corridor & approach road for Raigad cement blending plant in Amra River near village Shahbaj, Tal. Alibag, Dist. Raigad by M/s. Adani cementation Ltd

The project proponent presented the proposal before Authority. Proposal is for Captive Jetty, conveyor corridor & approach road for Raigad cement blending plant in Amba River near village Shahbaj, Tal. Alibag, Dist. Raigad.

  
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The Authority notes that the proposal was earlier considered in the 132<sup>th</sup> meeting of MCZMA held on 24.04.2019. The Authority directed to make site visit with expert members of MCZMA and Mangrove Cell.

PP presented that, the Captive Jetty, conveyor corridor & approach road is proposed for Raigad cement blending plant in Amba River near village Shahbaj, Tal. Alibag, Dist. Raigad. Proposed cement blending unit site is adjacent to the backyard / stckyard of PNP port. The proposed jetty will consist of a berth head, breasting dolphins, mooring dolphins, approach trestle. About 2 Ha water front area will be used for jetty and 1.5 Ha river bank will be used for conveyor corridor and approach road. Proposed berthing facilities will handle dry cargo like fly ash, slag and cement.

The port facilities shall be developed in a phased manner (phase I & phase II) commensurate with traffic growth. The cargo to be handled at the jetty includes Ordinary Portland Cement (OPC) and Fly Ash. These materails will brought from Gujrat by Ships (Barges) to the Jetty and thereafter by pipe conveyor upto the blending unit site.

**1. Phase I** - One number of barge berth having total length of 160m & 25m wide having mechanised handling system of 1000 TPH for cement import and 400 TPH for fly ash/slag import.

- i. Approx. 400m of approach trestle connecting landside facilities to jetty
- ii. Development of cement blending unit in non CRZ area.
- iii. Captive jetty, plant approach road and the right of way of conveyor between jetty and blending unit in CRZ area.
- iv. Approx. 500m of conveyor connecting from jetty to cement blending plant area
- v. Dredging in berth pocket area
- vi. unloading mechanism at jetty: self discharging vessel/mechanized unloading
- vii. support back up infrastructure for operations and maintenance of the proposed facilities

  
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2. Phase II - Three numbers of additional barge berths having total length of 460m and 25m wide 500m of pneumatic discharge pipe/ conveyor connecting from jetty to cement blending plant area backup area development incremental supporting infrastructure

As per the CZMP prepared by IRS, Chennai, the site under reference is falls in CRZ IA, CRZ IB, CRZ III & CRZ-IV area. PP presented the CRZ status of proposed activities:

Activity	Category	Area (in Ha.)
Berthing Jetty, Conveyor and Material Handling System	CRZ - IV (Water Front)	~ 2.20
Conveyor with Service Road, Power Cable and Approach Road,	CRZ - I	~ 1.20
Backup Facilities, Conveyor with Service Road, Power Cable	CRZ - III	~ 2.60

The PP has submitted the site visit report of Mangrove Cell on 11.12.2019. The site visit was done at the proposed-on 23<sup>rd</sup> October 2019 along with Mr. Sanjay Prasad (AGM-Environment). Following observation were made during the site visit.

1. The Geo-coordinates received from the PP was verified. Conveyor corridor
  - a. -18°42'40.10"N,73°01' 03.83"E
  - b. -18°42'40.15"N'73°01'03.28"E
  - c. -18°42'52.10"N'73°01'03.80"E
  - d. -18°42'52.68"N'73°01'03.26"E
2. Approach Road
  - a. -18°42'24.95"N,73°01' 11.91"E
  - b. -18°42'24.56"N'73°01'11.57"E
  - c. -18°42'25.46"N'73°01'10.96"E
  - d. -18°42'25.77"N'73°01'11.37"E
3. The proposed construction is located in the survey No. 346 in village shahbaj and survey No.600, 602 in village Shahpur Taluka Alibaug which is having the status of Mangrove reserve forest as per the MRSAC map

  
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4. Proposed construction is passing through the Reserve forest and Mangrove area and hence cutting of the mangrove trees (minimum 150 trees/shrubs approximately) are involved.
5. Dense mangroves dominated by *Avicennia marina* was observed. The PP has to obtain the required permission from Forest Department for the diversion of forest land.
6. As the proposed site is also passing through the 50-meter buffer area of the mangrove forest, the PP has to obtain required permission from the honourable High Court, Mumbai.
7. The above inferences are made based on the geo-coordinates shared by the PP and through MRSAC maps.

The PP has submitted the Marine Environmental Impact Assessment Study report, Risk Assessment & Disaster Management Plan. PP further presented that, the ToR has been granted by the MoEF&CC, New Delhi and application for Forest Clearance also submitted. The PP presented that the alternatives of the project alignment has been studied. Minimum disturbance to mangrove vegetation will be maintained to construct Conveyor & Approach Road on trestle with pile foundation. Afforestation measures shall be taken in association with the forest department on the suitable location near to the proposed Jetty in the intertidal region.

After deliberation the Authority decided that considering the existence of mangroves at the site, the PP need to explore other site for the project activities along with matrix of alternatives. Accordingly, the matter was deferred.

**Item No. 12:** Proposed reconstruction of residential building on plot bearing C. S. No. 460, 461A, 461B at village Dahanu, Tal. Dahanu, Dist. Palghar by Shri. Lalit Dinesh Joshi & others

The project proponent presented the proposal before the Authority. The Authority noted that the proposal for reconstruction of residential building on plot bearing C. S. No. 460, 461A, 461B at village Dahanu, Tal. Dahanu, Dist. Palghar. Proposed residential building comprises of ground floor + 3 upper floors by demolishing existing old structure. As per the approved CZMP of Dahanu, the plot

  
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under reference falls in CRZ-II area & is situated on landward side of existing road prior 1991. As per the Development plan of Dahanu, the plot under reference is falls in congested residential zone. The total plot area is 954.00sqm, permissible FSI is 1.5 and proposed built up area is 1426.80sqm.

The Authority noted that as the site as in CRZ II area, reconstruction of building could be permissible subject to FSI of the town country planning regulations existed as on 19.2.1991. MCGM should strictly ensure that the proposed construction is within the limit of permissible FSI of 1991 norms.

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 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. All other required permission from different statutory authorities should be obtained.

**Item No. 13:** Proposed redevelopment of Cess building on the plot bearing C. S. no. 73 of Colaba division situated at Nathalal Parekh road, A Ward, Mumbai by M/s. Amrutsagar Construction Pvt. Ltd.

The project proponent presented the matter before the Authority. The Authority noted that the proposal of redevelopment of the cessed building on the plot bearing C. S. no. 73 of Colaba division, situated at Nathalal Parekh road, "A" road, Mumbai.

PP presented that the proposal as per 8(V)(1)(ii)(c) as per the Coastal Regulation Zone (CRZ) dated 6<sup>th</sup> January, 2011. The plot was occupied by CESS and NON CESS residential and nonresidential structures. These structures are now proposed to be redeveloped, by availing FSI 3 or the existing plus incentive FSI, whichever is higher, in accordance with modified DC Regulations 33(7), and as per MHADA NOC dated 27.9.2012. The proposal is now for redevelopment to a new

  
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building of Basement for parking and other services + Ground floor for Entrance Lobby + 1<sup>st</sup> to 3<sup>rd</sup> Floor for Car Parking + 4<sup>th</sup> Floor for Car Parking and Swimming Pool + 5<sup>th</sup> Floor as Service Floor + 6<sup>th</sup> floor for residential use + 7<sup>th</sup> to 13<sup>th</sup> (pt) Non Residential Use + 13<sup>th</sup> (pt) to 19<sup>th</sup>(pt) upper floors for residential use. The refuge area has been proposed at 8<sup>th</sup> and 15<sup>th</sup> Floor level.

Plot area is 1275.92 Sqm, Permissible FSI is 3.33 + Fungible and Total construction area is 4955.48 Sqm. The earlier existing structures have received the pull down notice under section 354 of the MMC Act, dated 09.07.2005. Hence the old structure has been demolished on site. The MCGM has granted concessions & IOD on 11.06.2018 & 03.07.2019 respectively. The Public Hearing for the project was conducted on 21.12.2018 by MPCB & Collector Office.

As per approved CZMP of Greater Mumbai of 2011, the plot under reference is situated in CRZ II area and situated on landward side of existing road. As per DP remarks, the plot under reference is in residential zone and not reserved for any public purpose.

The Authority, after deliberation decided to recommend the proposal to concerned planning Authority from CRZ point of view 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. MCGM to ensure that issues raised in Public hearing of tenants are addressed.
5. PP to implement environment measures proposed in the project such as organic waste converter, rainwater harvesting.
6. All other required permission from different statutory authorities should be obtained.

  
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**Item No. 14:** Proposed redevelopment of existing building no. 6 & 7, owned by Shivaji Nagar Shivkiran CHSL on plot bearing C S No. 999 at Shivaji Nagar, Worli, MHADA layout, Mumbai by M/s Sugee Developers Pvt. Ltd.

The project proponent presented the matter before the Authority. The Authority noted that the proposal of redevelopment of existing building no 6 &7, owned by Shivaji Nagar Shivkiran C.H.S Ltd, at Shivaji Nagar, Worli, MHADA Layout on plot bearing C.S. No 999 of village Worli, Shivaji nagar, Worli, Mumbai.

The proposed redevelopment is of MHADA bldgs, under 33(5) at par with redevelopment of dilapidated building. MHADA has granted the letter of intent dated 16.4.2019. It states that permissible FSI for the scheme is 3.00 subject to MCZMA clearance. FSI permitted as per offer letter is 1.596. PP presented that there is a letter from MHADA about dilapidated condition of buildings.

The plot is situated in CRZ II area and situated on landward side of existing Annie besant road. The plot under reference is in residential zone and not reserved for any public purpose. Total plot area is 3201.00 Sqm, Permissible FSI is 300, total BUA proposed is 9601.74 Sqm and total gross BUA including fungible is 3360.52 Sqm

The Authority, after deliberation decided to recommend the proposal to concerned planning Authority from CRZ point of view 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. Planning Authority should ensure that existing buildings are declared dilapidated.

  
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4. 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.
5. MCGM to ensure that issues raised in Public hearing of tenants are addressed.
6. PP to implement environment measures proposed in the project such as organic waste converter, rainwater harvesting.
7. All other required permission from different statutory authorities should be obtained.

**Item No. 15:** Proposed construction of holiday homes/resort on plot bearing Gut No. 746/2, 746/3, 747/1, 747/2, 748/1, 748/2 at Awas, Tal. Alibag, Dist. Raigad by Shri. Anant Kumar Thirani & Ors.

The project proponent presented the matter before the Authority. Proposal is for construction of holiday homes/resort comprises 6 nos. of bungalows with ground + first floor on plot bearing Gut No. 746/2, 746/3, 747/1, 747/2, 748/1, 748/2 at Awas, Tal. Alibag, Dist. Raigad. The plot under reference is vacant.

Remarks of Town planning office mentions that, the plot falls in CRZ-III area. (within 200m to 500m from HTL of Sea). As per the CZMP prepared by SAC, Ahmedabad in 1:25000 scale and MRSAC, Nagpur in 1:5000 scale, the site under reference is situated within 200m to 500m from HTL of Creek. As per the development plan of Alibag, the plot under reference is situated in recreation & tourism zone.

As per the Form I submitted by PP, total plot area is 30683.00sqm and total construction area is 4786.92sqm. As per the Layout plan, total plot area is 12943.00sqm and proposed built up area is 1595.64sqm. As per the Town Planning remarks since the proposal is of development of resort, as per Annexure III of CRZ Notification, 2011, MoEF, New Delhi clearance is required.

  
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The Authority observed that, PP needs to submit approved CZMP in 1:4000 scale under CRZ Notification, 2011 superimposing the proposed activity on the CZMP, details sought in compliance of annexure III of CRZ Notification, 2011 with exact plot area and BUA needs to be submitted.

After deliberation, the Authority decided to defer the proposal for the submission of the above said information to the Authority.

**Item No. 16:** CRZ status for the plot bearing S. no. 3 located at village Chena, Ghodbunder Road, Dist. Thane by Shri. Karba Dev Shetty

The project proponent presented the matter before the Authority. The application for CRZ status for the plot bearing S. no. 3 located at village Chena, Ghodbunder Road, Dist. Thane

The PP has submitted CRZ map in 1:4000 scale & report prepared as per approved CZMP of Thane District by IRS, Chennai. As per IRS report, "The proposed project site bearing S. No. 3 located at Ghodbunder Road in Chena Village, Mira Bhayandar Municipal Corporation, Dist. Thane is out of CRZ as per approved CZMP as per CRZ Notification, 2011. The Shortest distance of the site is 128.5 m from HTL. Even though there are mangroves in the vicinity of project site, the site bearing S. No. 3 at Chena village is conclusively not affected by CRZ-IA."

After deliberation, the Authority decided to confirm that as per the approved CZMP of Thane District under CRZ Notification, 2011, the plot bearing S. no. 3 located at village Chena, Ghodbunder Road, Dist. Thane is situated in non CRZ area. No construction is allowed in mangroves and 50 meter mangrove buffer zone area.

**Item No. 17:** Clarification on CRZ applicability for the proposed expansion of residential cum commercial project on plot bearing S. no. 209B, 246 to 253, 255 to 270 at village Juchandra, Tal. Vasai, Dist. Thane by M/s Sealink Construction Co. Pvt. Ltd.

  
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The project proponent presented the matter before the Authority. Application for Clarification on CRZ applicability for the proposed expansion of residential cum commercial project on plot bearing S. no. 209B, 246 to 253, 255 to 270 at village Juchandra, Tal. Vasai, Dist. Thane.

The PP presented that, the development on plot bearing plot bearing S. No. 209B, 246 to 253, 255 to 270, at village Juchandra, Taluka- Vasai, District-Thane was started in the year 1991-92 as per the approval plan from CIDCO dated 26.08.1991. This being larger layout only part development is carried out and PP intend to develop the remaining area. However, the remaining area is not falling under CRZ as published vide No. F. No. 12-10/2018-IA-III dated. 28.2.2019 as per CZMP 2011. The proposed development is strictly in the non-CRZ portion, the superimposed map on approval CZMP showing proposed development is submitted.

PP requested clarify the applicability of CRZ regulation for the construction carried out prior to 04.01.2002. The above clarification for appraisal of project in the SEIAA for EC of the remaining part of the project which is under consideration before SEAC under EIA Notification 2006.

The Authority observed that, the PP has proposed development on non CRZ area as per approved CZMP of Thane. District of 2011.

The Authority after deliberation decided to grant NoC for the development on non CRZ portion of plot bearing plot bearing S. No. 209B, 246 to 253, 255 to 270, at village Juchandra, Taluka- Vasai, District-Thane. Planning Authority to strictly ensure that proposed expansion of project is beyond applicable CRZ belt from the creek, as per approved CZNP under CRZ Notification, 2011.

**Item No. 18:** Change in name in CRZ clearance of Lavgan Dockyard Pvt. Ltd. To Chowgule and company private limited and permission to handle off shore oil & gas platforms at village Sande Lavgan, Tal. & Dist. Ratnagiri by M/s Chowgule & Company Pvt. Ltd.

  
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The project proponent presented the matter before the Authority. The application is for :

1. Change in name in CRZ clearance of Lavgan Dockyard Pvt. Ltd. To Chowgule and company private limited and
2. permission to handle off shore oil & gas platforms at village Sande Lavgan, Tal. & Dist. Ratnagiri.

The PP presented that, the MoEF has granted CRZ Clearance dated 01.04.2009 to Lavgan Dockyard Pvt. Ltd. (LDPL), wherein LDPL has been permitted to carry out ship repairs for vessels up to 10,000 DWT.

The LDPL is a company of Chowgule group and now we seek the change the name of the organization from Lavgan Dockyard Pvt. Ltd. to Chowgule and Company Private Limited (CCPL). The request for the change in name is because of merger of LDPL with CCPL. Order from the Regional Director, Ministry of Corporate Affairs Western region Mumbai -2 is obtained. Following activities are already covered in the existing CRZ clearance;

- Provision of dry docking ships and docking rigs and floating structures,
- Repair, refit and conversion of ships, rigs and floating structures and
- Load out within yard premises

PP presented that, in addition to ongoing ship repair works in the shipyard premises, PP would seek the permission to handle dismantling of non-productive and decommissioned Oil & Gas Platforms set-up off-shore, which will be cut in-situ and delivered to shipyard by third party. These Platforms will be dismantled to recover recyclable materials such as steel (pipes, channels, beams, plates, etc.), cables, furniture, electrical fittings, etc. The shipyard proposes to handle about 10,000 TPA (tons per annum) of Oil & Gas Offshore Platforms.

The PP assured that no new construction would be carried out for handling and dismantling of non-productive and decommissioned Oil & Gas Platforms. The said activity would be carried out in existing Shipyard facility for which there is CRZ clearance granted by MoEF, New Delhi. The existing infrastructure for ship repair

  
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facility and ship-lift will be used to dismantle the platforms and no additional infrastructure is envisaged.

The Authority discussed on the disposal plan of dismantled parts of Oil and gas platforms, The PP presented that recyclable material will be sold to different authorized recyclers. Dismantling of platforms would generate several wastes, similar to ship repairs, including hazardous wastes such as E-waste (electrical & electronic), fluorescent light bulbs/tubes, batteries, asbestos gasket, paint scrapings/flakes, oily material, plastic etc. which will be disposed as per Hazardous Waste Handling rules. The PP further presented that, the hazardous waste will be stored in impervious containers and sent to an authorized Common Hazardous Waste Treatment, Storage and Disposal Facilities (TSDFs) as per Para (iv) of the Specific Conditions of the CRZ clearance referred above. The other liquid waste will be collected, treated in the existing effluent treatment plant installed in the shipyard. The prevailing activities at our shipyard for which CRZ Clearance is available (vide letter 11-54/2007-IA.III of April 1, 2009), will remain unchanged.

The Authority instructed PP to obtain the consent from MPCB for the activity to handle off shore oil & gas platforms. The PP inform that the process is on for obtaining the consent from MPCB and all necessary precautionary measures will be undertaken to handle Hazardous waste and no waste will be dumped/ released into the sea.

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

1. No new construction is allowed to handle off shore oil & gas platforms.
2. PP to obtain the consent from MPCB for the activity to handle off shore oil & gas platforms.
3. Hazardous waste should not be discharged into the sea and should be disposed of as per Hazardous Waste Handling rules.
4. All other required permission from different statutory authorities should be obtained.

  
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**Item No. 19:** Application for consideration of Kharland Bund as High Tide Line (HTL) for the plot bearing S. no. 389 of village Juchandra, Tal. Vasai, Dist. Palghar by M/s Patil & Mhatre Realty LLP

The project proponent presented the matter before the Authority. Application for consideration of Kharland Bund as High Tide Line (HTL) for the plot bearing S. no. 389 of village Juchandra, Tal. Vasai, Dist. Palghar

The PP presented that, the copy from letter dated 09.06.2020 from Khar land department along with a plan and forwarding therewith a copy of original notification dated 01.07.1950 of Vanyachi Bari Khar land Scheme. The said khar land scheme was proposed in the village Rajawali and Juchandra Taluka Bassein, district Thana. The survey numbers involved in the said scheme was also mentioned in the original notification. In the aforesaid letter from Khar land department it is mentioned that the Vanyachi Bari Kharland Scheme was repaired in the year 1988 and the accompanying plan shows various survey numbers and bund along with gates. Subsequently in the year 1995, Rajawali village was divided into villages Tivri, Juchandra and Chandrapada. The land u/r is falling in village Juchandra and bears S. No. 389. Kindly refer to the Mutation entry no. 5810 of village Juchandra. As per the mutation S. No. 571 of old Rajawali village corresponds to new S. No. 389 of village Juchandra. Hence the land u/r was bearing S. No. 571 in Rajawali and 389 in Juchandra. It explains that the land u/r is a part of Vanyacvhi bari Khar land scheme which was notified in 1950 and thereafter the bund and the gates of the said scheme were repaired in 1988.

PP has submitted CRZ map in 1:4000 scale & report prepared by IRS, Chennai as per approved CZMP of Palghar District of 2011.

The PP presented that in light of MOEF&CC's OM. Dated 01.05.2020, the matter needs to be examined for consideration of Kharland Bund as High Tide Line (HTL)



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In the light of above, the Authority after deliberation decided to refer the matter to NCSCM, Chennai for examination and report in the matter.

**Item No. 20:** Application for consideration of Kharland Bund as High Tide Line (HTL) for the plot bearing S. no. 64 & 65 of village Tivri, Tal. Vasai, Dist. Palghar by Shri. Nelson Simon Rebelow

The project proponent presented the matter before the Authority. Application for consideration of Kharland Bund as High Tide Line (HTL) for the plot bearing S. no. 64 & 65 of village Tivri, Tal. Vasai, Dist Palghar

The PP presented that the letter dated 09.06.2020 from Khar land department along with a plan and forwarding therewith a copy of original notification dated 01.07.1950 of Vanyachi Bari Khar land Scheme. The said kharland scheme was proposed in the village Rajawali and Juchandra taluka Bassein, district Thana. The survey numbers involved in the said scheme was also mentioned in the original notification. In the aforesaid letter from Khar land department it is mentioned that the Vanyachi Bari Kharland Scheme was repaired in the year 1988 and the accompanying plan shows various survey numbers and bund along with gates. In the original notification letter dated 01.07.1950 and the accompanying plan with letter dated 09.06.2020, the old survey numbers of Rajawali village are mentioned and out of those survey numbers, the survey number of the land u/r was mentioned as 240 and 297. Subsequently in the year 1995, Rajawali village was divided into villages Tivri and Rajawali. The land u/r is falling in village Tivri and bears S. No. 64 & 64. Kindly refer to the Mutation entry no. 1 of village Tivri. As per the mutation S. No. 240 and 297 of old Rajawali village corresponds to new S. No. 64 & 65 of new village Tivri respectively. Hence the land u/r was bearing S. No. 240 and 297 in Rajawali become 64 & 65 in Tivri respectively. It explains that the land u/r is a part of Vanyacvhi bari Khar land scheme which was notified in 1950 and thereafter the bund and the gates of the said scheme were repaired in 1988.

  
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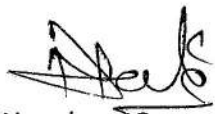
The PP presented that in light of MOEF&CC's OM. Dated 01.05.2020, the matter needs to be examined for consideration of Kharland Bund as High Tide Line (HTL)

In the light of above, the Authority after deliberation decided to refer the matter to NCSCM, Chennai for examination and report in the matter.

**Item No. 21:** Application for consideration of Kharland Bund as High Tide Line (HTL) for the plot bearing S. no. 297/2 & 309/1 of village Juchandra, Tal. Vasai, Dist. Palghar by Shri. Hemant Ramesh Mhatre

The project proponent presented the matter before the Authority. Application for consideration of Kharland Bund as High Tide Line (HTL) for the plot bearing S. no. 297/2 & 309/1 of village Juchandra, Tal. Vasai, Dist. Palghar by Shri. Hemant Ramesh Mhatre.

The PP presented that, the copy from letter from Khar land department along with a plan and forwarding therewith a copy of original notification dated 01.07.1950 of Dhangari Karpe land Scheme. The said khar land scheme was proposed in the village Rajawali and Juchandra Taluka Bassein, district Thana. The survey numbers involved in the said scheme was also mentioned in the original notification. In the aforesaid letter from Khar land department it is mentioned that the Dhangari Karpe Kharland Scheme was repaired In the year 1988 and the accompanying plan shows various survey numbers and bund along with gates, Subsequently In the year 1995, Rajawali village was divided into villages Tivari , Juchandra and Chandr apada. The land u/r is falling in village Juchandra and bears S. No. 297 & 309. The Mutation entry no. 5810 of village Juchandra. As per the mutation S. No. 272 & 282 of old Rajawali village corresponds to new S. No. 297 & 309 of village Juchandra. Hence the land u/r was bearing S. No. 272 & 282 in Rajawali and 297 & 309 In Juchandra, It explains that the land u/r is a part of Dhangari Karpe land scheme which was



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notified in 1950 and thereafter the bund and the gates of the said scheme were repaired in 1988.

PP has submitted CRZ map in 1:4000 scale & report prepared by IRS, Chennai as per approved CZMP of Palghar of 2011.

The PP presented that in light of MOEF&CC's OM. Dated 01.05.2020, the matter needs to be examined for consideration of Kharland Bund as High Tide Line (HTL)

In the light of above, the Authority after deliberation decided to refer the matter to NCSCM, Chennai for examination and report in the matter.

**Discussion item:** Correction in minutes of 136<sup>th</sup> meeting regarding CRZ Status of plot bearing 5/4, 4/5 of village Saravali and Plot No. 5/6 (pt) of village Kongaon, Tal. Bhiwandi, Dist. Thane.

The Authority noted the representation made by M/s Vijay Laxmi regarding CRZ Status of plot bearing 5/4, 4/5 of village Saravali and Plot No. 5/6 (pt) of village Kongaon, Tal. Bhiwandi, Dist. Thane. The matter was discussed in 136<sup>th</sup> meeting of the MCZMA held on 2<sup>nd</sup> August, 2019 and accordingly, MCZMA vide letter dated 25<sup>th</sup> Oct, 2019 issued CRZ status letter. The PP has requested to mention the correct plot numbers as Open space no. 9 adjacent to Plot no. 5/4, Open space no. 7 adjacent to plot no. 4/5 and Open space no. 6 adjacent to plot no. 5/6. MIDC sent a letter dated 11.2.2020 in the matter. The PP has submitted the approved CZMP, 2011 showing plot under reference. The Authority decided to take the corrections on record and decided to issue corrigendum letter to earlier MCMA letter dated 25<sup>th</sup> Oct, 2019 mentioning the plot nos. Open space no. 9 adjacent to Plot no. 5/4, Open space no. 7 adjacent to plot no. 4/5 and Open space no. 6 adjacent to plot no. 5/6. Planning Authority should not allow construction within applicable CRZ belt of creek, as per approved CZMP, 2011.

  
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**Discussion Item:** Appointment of Stenographer in the MCZMA

The Authority noted the decision taken under Item No. 10 in 144<sup>th</sup> meeting dated 11.06.2020 about the appointment of Mr. Vivek Kurmude, as Stenographer for MCZMA. However, now, he has expressed inability to join the MCZMA. Hence, the Authority decided to withdraw the decision of said appointment.

**Addl Item: 1** Application for consideration of Kharland Bund as High Tide Line (HTL) for the plot bearing S. no. 34 & 57 of village Tivri, Tal. Vasai, Dist. Palghar by Shri. Machhindra Bhalchandra Bhoir

The project proponent presented the matter before the Authority. Application for consideration of Kharland Bund as High Tide Line (HTL) for the plot bearing S. no. 34 & 57 of village Tivri, Tal. Vasai, Dist. Palghar by Shri. Machhindra Bhalchandra Bhoir.

The PP presented that, the copy from letter from Khar land department along with a plan and forwarding therewith a copy of original notification dated 01.07.1950 of Dhangari Karpe land Scheme. The said khar land scheme was proposed in the village Rajawali and Juchandra Taluka Bassein, district Thana. The survey numbers involved in the said scheme was also mentioned in the original notification. In the aforesaid letter from Khar land department it is mentioned that the Dhangari Karpe Kharland Scheme was repaired in the year 1988 and the accompanying plan shows various survey numbers and bund along with gates, Subsequently In the year 1995, Rajawali village was divided into villages Tivri & Rajawali. The land u/r is falling in village Tivri and bears S. No. 34 & 57. The Mutation entry no. 1 of village Tivri. As per the mutation S. No. 350 & 349, 351 of old Rajawali village corresponds to new S. No. 34 & 57 of village Tivri. Hence the land u/r was bearing S. No. 350 & 349, 351 in Rajawali and 34 & 57 in Tivri. It explains that the land u/r is a part of Vanyach Bari Kharland scheme which was notified in 1950 and thereafter the bund and the gates of the said scheme were repaired in 1988.

PP has submitted approved CZMP of Palghar of 2011 indicating the survey numbers. The PP presented that in light of MOEF&CC's OM. Dated 01.05.2020, the matter needs to be examined for consideration of Kharland Bund as High Tide Line (HTL)

In the light of above, the Authority after deliberation decided to refer the matter to NCSCM, Chennai for examination and report in the matter.



Member Secretary



Chairman

Minutes of the 145<sup>th</sup> meeting of the Maharashtra Coastal Zone Management Authority (MCZMA) held on 07 July, 2020

Annexure I

List of members/officials present in the online meeting:

1. Mrs. Neenu Somraj, DCF, Mangrove Cell, Member MCZMA
2. Mr. Padmakar Nandushekar, Environment Advisor, MIDC, representative of Industries Department, Member MCZMA
3. Shri. Chakradhar Kandalkar, Dy Ch.E. MCGM, Member MCZMA
4. Dr. Mahesh Shindikar, College of Engineering, Pune, Expert Member, MCZMA
5. Dr. A K Chaubey, NIO, Expert Member, MCZMA
6. Mr. Maruti Kudale, Ex Director, CWPRS, Expert Member, MCZMA
7. Mr. Narendra Toke, Director, Environment, Member Secretary, MCZMA