

***Minutes of the 171st Meeting of Maharashtra Coastal Zone Management
Authority held on 15th December, 2023***

The 171st meeting of the Maharashtra Coastal Zone Management Authority (MCZMA) was held under the Chairmanship of Principal Secretary (Environment and Climate Change), through Videoconferencing technology on Cisco WebEx platform on 15th December, 2023. List of members present in the meeting is at **Annexure-I.**

Item No.1: Proposed repair of Masjid & Madrasa building at S. No. 81 (pt) mouje Bhatye Tal. & Dist Ratnagiri by Collector Office, Ratnagiri (Jumma Masjid Trust)

The Tehsildar Ratnagiri was present for the meeting and requested to defer the proposal, as details of proposal was not available with him. PP shall submit application on Parivesh Portal and Authority directed that, the District Collector shall be present in the meeting. Hence, the Authority decided to delist the proposal.



Member Secretary



Chairman

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Item No.2: Proposed construction of bridge across boundary Nalla near MHADA bus depot at Mulund connecting to the proposed 18.30 m wide DP road up to Hari Om Nagar near boundary of Thane Jurisdiction by MCGM

INTRODUCTION:

The Consultant presented the proposal before the Authority. The proposal is for construction of bridge across boundary Nalla near MHADA bus depot at Mulund E connecting to the proposed 18.30 m wide DP road up to Hari Om Nagar near boundary of Thane Jurisdiction.

The MCGM has also proposed reconstruction of partially collapsed existing UCR nalla retaining wall in RCC of Hari on Nagar Mulund. Due to collapsed existing wall may causes obstruction in flowing storm water in nalla and it may also affect to nearby residence. With respect to flowing condition, it is necessary to reconstruct damaged existing wall.

Width of road is 18.30 m, Length of proposed bridge is 66 m, Length of proposed road is 600 m and length of wall reconstruction along the nalla is 280 m

The proposal was deliberated in 168th meeting of the MCZMA held on 10th August, 2023, wherein the Authority noted that the CRZ status of the site is not clear and EIA to be submitted by the EIA accredited consultant only. Accordingly, the proposal was deferred for want for EIA report from accredited consultant with exact CRZ status.

DELIBERATIONS:

The Authority noted that MCGM has submitted the EIA report submitted is prepared by the Centre for Envotech & Management Consultancy Pvt Ltd (Nabet accredited consultant). The Consultant during the meeting presented the CRZ map of the IRS, Chennai, as per which:

Description	CRZ - Classification	Area in Sqm	Total Area in Sqm
Proposed Bridge	CRZ - IA (Eco Sensitive Zone)	1009.57	12224.63
	CRZ - II	2381.06	



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	Outside	8834	
Description	CRZ - Classification	Length in sqm	Total Length in sqm
Proposed Reconstruction of Existing Wall	CRZ - IA (Eco Sensitive Zone)	170.48	291.15
	CRZ -II	120.67	

The Consultant further presented that certain portion of the Nalla is situated in buffer area of flamingo sanctuary for which the proposal has been submitted to concern committee for approval.

The Authority noted that the proposal is vital and MCGM has proposed to construct the missing links of the bridges and roads which are in Development Plans. This will help in easing the flow of traffic and smoothen the vehicular congestion at Mulund.

The Authority noted that:

1. As per para 5.1.2 (i) (a) of CRZ, 2019, following shall be regulated or permissible in CRZ IB area:
foreshore facilities like ports, harbours, Jetties, wharves, quays, slipway, bridges, hover ports for coast guard, sea links, etc
2. As per para 7(iii) of the CRZ Notification, 2019:
"For all other permissible and regulated activities as per this notification, which fall purely in CRZ-II and CRZ-III areas, the CRZ clearance shall be considered by the concerned Coastal Zone Management Authority and such projects in CRZ -II and III, which also happen to be traversing through CRZ-I or CRZ-IV areas or both, CRZ clearance shall, however be considered only by the Ministry of Environment, Forest and Climate Change, based on recommendations of the concerned Coastal Zone Management Authority"

DECISION:

In the light of above, the Authority after deliberation decided to recommend the proposal to MoEF&CC, New Delhi under CRZ Notification, 2019 subject to following conditions:



Member Secretary



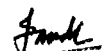
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1. The proposed construction of bridge & reconstruction of existing wall should be carried out strictly as per the provisions of CRZ Notification, 2019 (as amended from time to time) and guidelines/ clarifications given by MoEF&CC from time to time.
2. PP to strictly ensure that during construction phase, all possible measures should be implemented to lessen the footprint of the bridge in intertidal area
3. The PP to ensure that free flow of the creek water is not obstructed.
4. PP to obtain the approval from the competent committee from the flamingo sanctuary point of view.
5. There shall be no disposal of solid or liquid waste in the coastal area. Solid waste management shall be as per Solid Wastes Management Rules, 2016.
6. During the construction phase, all possible efforts/ measures should be taken to maintain the coastal ecology and biodiversity.
7. Project proponent should implement Environment Management plan for the project effectively and efficiently during construction and operational phase of the project to ensure that coastal environment is protected.
8. All the other mandatory permission from different statutory authorities should be obtained prior to the commencement of work of project



Member Secretary



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Item No. 3: Proposed construction of Earthen Bund along Water front at Kanjur Municipal Solid Waste (MSW) processing facility Eastern Express Highway, Kanjur Marg Mumbai by MCGM

INTRODUCTION:

The MCGM officials presented the proposal before the Authority. The MCGM has proposed construction of Earthen Bund along Water front at Kanjur Municipal Solid Waste (MSW) processing facility Eastern Express Highway, Kanjur Marg, Mumbai.

The lengths & widths of earthen bund are 1200 x 8 mt and 2000 x 9 mt respectively at two location in Kanjur Municipal Solid Waste (MSW) processing facility.

As per submission, the proposed project work is falls in CRZ IA, CRZ IB and CRZ II area as per CRZ Notification, 2019


The MCZMA in its 160th meeting held on 10th August, 2023 deliberated the proposal wherein the Authority deferred the matter for submission of EIA/ EMP report along with details of pending litigations, if any in the matter.

DELIBERATION:

The Authority noted that the MCGM has submitted the EIA report prepared by M/s Building Environment (Nabet Accredited consultant). The EIA report states that:

- Proposed involves construction of earthen bunds for preventing leachate ingress into surrounding mangrove vegetation and culverts for allowing tidal creek water flow in mangrove vegetation area.
- Kanjur Municipal Solid Waste (MSW) dumping ground covers about 141.77 hectares of land out of which about 23.36 H land is covered by spares mangrove vegetation and remaining 118.41 Ha land is utilized for dumping and processing of Municipal solid waste collected from Mumbai city. At present the municipal solid waste generated in Mumbai is more than 9500TPD. The MSW processing facility at Kanjur is processing about 4500TPD of MSW in bioreactor landfill and about 1000TPD in windrow composting. Considering non availability of Muluind site and proposed closure of Deonar site it is essential to manage MSW processing in environmentally sound manner.


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- The Hon'ble High Court of Judicature at Bombay vide order dated 26.02.2020 in PIL 63 of 2019 directed CSIR-NEERI & BNHS to examine and submit the report whether MSW processing facility at Kanjur site may have impact on adjacent marine environment or not. The CSIR-NEERI in its report recommended implementation of strict measures to eliminate threats to marine life. It is observed that the ingress of treated or untreated leachate from waste dumping ground at Kanjurmarg into the tidal water is major risk to the marine life and environment. Therefore, the preventive measures such as bunding near waterfront, putting garland drains around the BLF cells, especially towards the waterfront, providing additional HDPE lined storage for leachate to negotiate monsoon conditions, need to be taken up on priority.
- As mentioned above the part of the area (23.36 Ha) falling within boundary of Kanjurmarg dumping ground shows sparse mangrove growth as this area is interspersed with narrow channels of sub creeks originating from adjacent Thane creek. Maintaining the natural course of creek water flow in these creek channels is essential for sustaining the mangrove vegetation in this region. For the conservation of mangrove vegetation the chief conservator of forest, Mangrove cell, Mumbai had suggested the provision of two culverts under existing road at Kanjurmarg dumping ground to maintain the free flow of creek water during high tide.
- Thus the earthen bunds are essential to protect the mangrove and other marine life by preventing leachate ingress into tidal waters in the surrounding area and the culverts are essential to conserve the mangrove vegetation. Therefore the MCGM has proposed the construction of earthen bunds and culverts under the existing road at MSW processing facility in Kanjurmarg in Mumbai.

The Authority noted that AMC, MCGM vide letter dated 28.11.2023 submitted that as per directions of Hon'ble Mumbai High Court in PIL 63 of 2019, BNHS & NEERI submitted their reports dated 13.3.2020 to Hon'ble High Court on 29.5.2020. One of the recommendations of the NEERI report is that "Ingress of treated or untreated leachate in the tidal water is major risk to the marine life and environment. Therefore, the preventative measures such as bunding near waterfront, putting garland drains around the BLF cells, especially towards the waterfront, providing additional HDPE lined storage for leachate to negotiate monsoon conditions, should be taken up on priority.



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Accordingly, as per recommendations, MCGM has proposed construction of earthen bund to prevent ingress of treated or untreated leachate in the tidal water towards waterfronts to protect marine life and environment.

As per submission of MCGM, The above mentioned works i.e. 2 numbers of Earthen Bunds falls under CRZ I (A), CRZ I (B), CRZ II as per CRZ Notification, 2019.

CRZ Area	Earthen Bund 1		Earthen Bund 2	
	Length (m)	Area(sqm)	Length (m)	Area(sqm)
CRZ I(A)	0	0	788	7092
CRZ I(B)	485	3880	0	
CRZ II	1515	12120	0	
Non CRZ	0	0	212	1908
Total	2000	16000	1000	9000
Total Earthen band area falling in CRZ(sqm)				23092

CRZ Area	Culvert 1		Culvert 2	
	Length (m)	Area(sqm)	Length (m)	Area(sqm)
CRZ I(A)	18	90	20	100
CRZ I(B)	10	50	8	40
Total	28	140	28	140
Total culvert area falling in CRZ(sqm)				240
Total project area falling in CRZ(sqm)				23332

The MCGM officials further informed about the ongoing Hon'ble Court matter about the MSW facility and assured that there will not be violation of any court order / directions, if any passed in ongoing litigation about the Kanjur MSW facility

The Authority noted that:

1. As per para 5.1.1 (ii) of CRZ Notification, 2019, following is permissible:
In the mangrove buffer, only such activities shall be permitted like laying of pipelines, transmission lines, conveyance systems or mechanisms and construction of road on stilts, etc. that are required for public utilities.
2. As per para 5.1.2 (d) of CRZ Notification, 2019, following is permissible in CRZ I(B) area:


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(d) measures for control of erosion;

3. As per OM dated 29.11.2022 published by MoEF, new Delhi,
Project activities such as Stand-alone jetties, Salt works, Slipways,
Temporary structures and Erosion Control Measures (like Bunds, Seawall,
Groynes, Breakwaters, Submerged reef, Sand nourishment, etc.) require
clearance by the CZMA


The Expert Members discussed that as per submission of MCGM, the objective of construction of earthen bund is to prevent ingress of treated or untreated leachate in the tidal water towards waterfronts in monsoon conditions to protect marine life and environment. However, the same should not hamper / affect the mangrove vegetation nearby area. All possible measures, adequate culverts should be installed in the appropriate locations to ensure free flow of tidal / saline water in the mangrove area. Forest Dept/ Mangrove Cell need to monitor the work of construction of earthen bund. Expert Members also suggested that leachate from the MSW facility should be collected in scientific manner.

The MCGM officials assured that mangrove area will be not affected / disturbed due to proposed earthen bund and appropriate culvers will be installed for ensuring the tidal free water in the mangrove area and there is a provision of scientific collection of leachate from the MSW facility.

DECISION:

In the light of above, the Authority after deliberation decided to grant clearance under CRZ Notification, 2019 from CRZ point of view subject to following conditions:

1. The proposed construction should be carried out strictly as per the provisions of CRZ Notification, 2019 (as amended from time to time) and guidelines/ clarifications given by MoEF&CC from time to time.
2. PP to ensure that construction of earthen bund should not hamper / affect the mangrove vegetation nearby area.
3. PP to strictly ensure that all possible measures, adequate culverts should be installed in the appropriate locations to ensure free flow of tidal / saline water in the mangrove area.
4. PP to ensure that leachate from the MSW facility should be collected in scientific manner.


Member Secretary

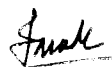

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5. Prior High Court permission should be obtained before starting work by the PP as per order dated 17th Sep, 2018 in PIL 87/2006, since the proposed construction of earthen bund falls within 50 m mangrove buffer zone area.
6. Forest Dept/ Mangrove Cell need to monitor the work of construction of earthen bund.
7. The PP to ensure that free flow of the creek water is not obstructed.
8. PP to obtain the approval from the competent committee from the flamingo sanctuary point of view, if necessary.
9. There shall be no disposal of solid or liquid waste in the coastal area. Solid waste management shall be as per Solid Wastes Management Rules, 2016.
10. During the construction phase, all possible efforts/ measures should be taken to maintain the coastal ecology and biodiversity.
11. Project proponent should implement Environment Management plan for the project effectively and efficiently during construction and operational phase of the project to ensure that coastal environment is protected.
12. There shall not be violation of any court order / directions, if any passed in ongoing litigation about the Kanjur MSW facility before Hon'ble High Court of Mumbai.
13. PP to ensure that no work started before final outcome of the compliance of Hon. High Court Orders.
14. All the other mandatory permission from different statutory authorities should be obtained prior to the commencement of work of project



Member Secretary



Chairman

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Item No. 4: Proposed construction of anti-sea erosion bund at Gorai, Mumbai by Harbour Engineer, PWD

INTRODUCTION:

The Consultant presented the proposal before the Authority. The MCZMA in its 160th meeting held on 5th August, 2022 deliberated the proposal wherein it was decided that PWD to resubmit the proposal with site specific EIA and consideration of Soft measures.

The Office of Harbour Engineering, PWD vide letter dated 2.8.2023 submitted the proposal of construction of Anti-Sea Erosion bund at village Gorai in Ta: Alibag, District Mumbai Suburban by Office of Harbour Engineering, PWD. Length of the anti-sea erosion bund (Sea wall) is 450 meter

PWD has submitted CWPRS remarks and EIA report prepared by the M/s Pollution and Ecological Control Services (Nabet accredited consultant).

As per submission, the site of coastal protection works falls in CRZ I (B) area, as per approved CZMP, 2019.

DELIBERATION:

The Authority noted that the EIA report states that the proposed project involves construction of an anti-sea erosion bund as an extension to the already constructed seawall by MMB. The project does not involve any reclamation activity for construction purpose and will help in protection from coastal erosion. Therefore, the project would not lead to any impact on the landuse and landcover of the region during construction as well as operation phase.

The project involves construction of the slope of the armour layer bund of 450 meter long and 20 meter wide at base and 7 meter along the coastline. A good geo fabric filter layer will be provided at the bed of the bund for filtration purpose.

It was further stated that Anti sea erosion bund will have positive impacts as it will provide the protection to the beach from coastal erosion and will provide the habitat to the marine benthic fauna.

The Authority noted the CWPRS report dated 31.3.2023 which states that it is opined that respective stretch of Gorai Beach is suffering Erosion due to direct



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wave action during high tide, which causes damages to the coastline and properties situated on the backshore. During the visit of CWPRS officers at the site on 23.8.2019, it was observed that rocky outcrops exist in the surf zone and the lacking of the beach sand. Some of the properties located alongside were protected by compound walls. At few locations these compound walls suffered damages due to wave action. The coastline is experiencing higher wave action in the monsoon with macro tidal range of 5.2 meter. Considering the existing site condition and the environmental condition of waves, tides, it was decided to protect the coastline with rubble mound seawall. The wave energy will be dissipated in the armour slope and the reflection will be minimum (Due to porosity of the structure) which will promote accumulation of sand in front of toe- berm during non- monsoon period. The proposed seawall will provide protection to the existing properties vis a vis the coastline.

In view of the hydraulic parameters such as waves, tides, and existence of rocky outcrops at the site, a soft solution in the form of geo- textile tubes, sand nourishment or provision of sand dunes, plantation, vegetation, may not be suitable considering the site condition. Furthermore these soft solutions are recurring type and may last only for a short period. In view of above and considering the long term aspects, it is once again recommended to provide coastal protection works suggested by CWPRS vide letter dated 5.10.2020.

The Authority also noted the earlier report dated 5.10.2020 of CWPRS which states that Gorai is famous tourist destination situated on the northern coast of Mumbai. The coast at Gorai is always crowded with tourists during the vacation season. The villagers are belonging to fishermen community and their residential properties / few hotels are situated along the coastline. The coastline is partially protected with coastal protection works, which were constructed few years back. Now, the Harbour Engineering Division proposed a coastal protection work for one of the remaining unprotected stretch, which is showing erosion trend and needs protection.

The Coastal stretch at both the sites showing eroding trends and become endanger to the existing residential properties along the shoreline. During the visit, the project official informed that few of the trees were uprooted and fallen due to erosion and higher wave action in monsoon season. In order to combat erosion and to protect the properties along shoreline at both the places, the Harbour Engineer sought advice of CWPRS for the design of coastal protection works at Madh and Gorai.



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Accordingly, desk studies area conducted for evolving the tentative cross section of the coastal protection work in the form of seawall based on the data such as beach profiles, tides, waves and existing site conditions.

The design cross section of the coastal protection work is proposed in the form of rubblemound seawall.

The Authority noted that as per para 5.1.2 (d) of CRZ Notification, 2019, following is permissible in CRZ I(B) area:

(e) measures for control of erosion;

As per OM dated 29.11.2022 published by MoEF, new Delhi,
Project activities such as Stand-alone jetties, Salt works, Slipways, Temporary structures and Erosion Control Measures (like Bunds, Seawall, Groynes, Breakwaters, Submerged reef, Sand nourishment, etc.) require clearance by the CZMA

DECISION:

In the light of above, the Authority after deliberation decided to grant clearance under CRZ Notification, 2019 from CRZ point of view subject to certain conditions:

1. The proposed construction should be carried out strictly as per the provisions of CRZ Notification, 2019 (as amended from time to time) and guidelines/ clarifications given by MoEF&CC from time to time.
2. PWD to follow the recommendation of the CWPRS about the design of bund and stone thickness for effective control of erosion at the site.
3. Natural geo-morphological features like sand dune, turtle breeding sites, mangroves if any should not be disturbed.
4. Natural stream, creeklets and natural water bodies should not be disturbed and reclaimed while implementing the coastal protection works.
5. Debris generated during the project activity should not be dumped in CRZ area. It should be processed scientifically at a designated place.
6. PWD to implement recommendations of the EIA / EMP report for mitigation of environment impacts
7. All other required permission from different statutory authorities should be obtained.



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Item No.5: Proposed construction of road near Karave Gaon, Fisheries agar on Palm beach road, in Nerul, Navi Mumbai by NMMC

INTRODUCTION:

The officials from the Navi Mumbai Municipal Corporation presented the proposal before the Authority. The NMMC has proposed construction of road near Karave Gaon, Fisheries agar on Palm beach road, in Nerul, Navi Mumbai

DELIBERATION:


Expert Members asked NMMC whether the EIA / EMP report has been submitted for the project. The NMMC officials submitted that the EIA / EMP is yet to be submitted. The Expert Members felt that EIA report need to be first submitted by the NMMC.

DECISION:

In the light of above, the Authority after deliberating decided to defer the matter for submission of EIA/ EMP for the project by the NMMC.



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Item No.6: Proposed construction & reconstruction of community toilet blocks (CTBs) in various slums of Mumbai under Lot 12 programme, publicity and construction of community toilet blocks in various slums of Mumbai under Lot 12, Mumbai by MCGM

Proposal submission:

The MCGM officials presented the proposal before the Authority. The MCGM has proposed construction of community toilet blocks (CTBs) in various slums of Mumbai under Lot 12 programme, publicity and construction of community toilet blocks in various slums of Mumbai under Lot 12, Mumbai.


The proposed project involves construction community toilet block to provide better sanitation facility to the slum dwellers. Hence proposed project will not lead to change in land use-land cover.

MCGM has proposed construction of RCC Gr, G+1 & G+2 community toilet blocks in slums of Mumbai under LOT-12 at A ward, Colaba, Mumbai. to provide sustainable sanitation facilities through local community participation in the form of Community Based Organization (CBO) by handing over the community toilet block to CBO for its day to day operation and maintenance by signing MOU between BMC & CBO.

DELIBERATION:

The Authority noted that MCGM has submitted the following details:

Sr No	Ward	Location	Proposed Construction	CRZ remark
1	A	Dr. Babasaheb Ambedkar Nagar, Behind Helipad	RCC (New Construction)	CRZ - II
2	A	Dhobi Ghat, Cuff Parade, Near Nil Kanteshwar Temple	RCC (Demolition & reconstruction)	CRZ - II MMRDA
3	A	Transit Camp, Cuff parade Near Building No. 33, 34	RCC (New Construction)	CRZ - II MMRDA Mhada (open plot)


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4	A	Darya Nagar, Near Shiv Mandir Colaba	RCC (New Construction)	CRZ - II
5	A	Azad Nagri, Lalanigam Road Colaba (Milan)	RCC (Demolition & reconstruction)	CRZ - II
6	A	Dr. Babasaheb Ambedkar Nagar, Khadi, Near Water Tank	RCC (New Construction)	CRZ - II Mangrove
7	A	Morya Mandir, Lalanigam Road, Colaba	RCC (Demolition & reconstruction)	CRZ - I
8	A	Dr. Babasaheb Ambedkar Nagar, Gali No. 14 Near Hanuman Mandir	RCC (Demolition & reconstruction)	CRZ - II
9	A	Ganesh Murti Nagar, Part-III, Beside Back Bay Bus Depot	RCC (Demolition & reconstruction)	CRZ - II
10	A	Ganesh Murti Nagar, Part-III, Beside Police Station	RCC (Demolition & reconstruction)	CRZ - II Mangrove
11	A	Dr. Babasaheb Ambedkar Nagar, Nilkanteshwar	RCC (Demolition & reconstruction)	CRZ - II MMRDA
12	G/South	Markandeshwar Nagar	RCC (Demolition & reconstruction)	CRZ - I

The MCGM officials presented that out of 12 locations, 11 are from Colaba A ward and 12th location is from Worli, G/ South Ward. It was further informed that at 4 locations i.e. Sr No. 1,3,4 and 6, MCGM has proposed new construction of community toilet blocks which falls in CRZ II area and situated on landward side of existing road. At other 8 locations, there is reconstruction of existing old toilet blocks.

Expert members noted that new construction is permissible in CRZ II area and on landward side of exiting road or existing authorized structure. Further, reconstruction of the existing old toilet blocks in CRZ II is permissible under para 5.2 of the CRZ Notification, 2019.


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As per para 5.2 of the CRZ Notification, 2019:

"(ii) Construction of buildings for residential purposes, schools, hospitals, institutions, offices, public places, etc. shall be permitted only on the landward side of the existing road, or on the landward side of existing authorized fixed structures. Provided that no permission for construction of buildings shall be given on landward side of any new roads which are constructed on the seaward side of an existing road.

(iii) Buildings permitted as in (ii) above, shall be subject to the local town and country planning regulations as applicable from time to time, and the norms for the Floor Space Index (FSI) or Floor Area Ratio (FAR) prevailing as on the date of this Notification....

(iv) Reconstruction of authorised buildings shall be permitted, without change in present land use, subject to the local town and country planning regulations as applicable from time to time, and the norms for the Floor Space Index or Floor Area Ratio, prevailing as on the date of publication of this notification in the official Gazette .."

The Authority noted that the proposals at Sr. No. 2, 5, 8, 9, 10, 11 for reconstruction of existing old toilet blocks in CRZ II area is permissible subject to FSI as per Town and Country planning regulations existed as on date of the CRZ Notification, 2019 i.e. 18th January, 2019. MCGM should strictly ensure that the proposed construction is within the limit of permissible FSI as per DCR existed as on 18th January, 2019.

The Authority further noted that the proposals at Sr. No. 1, 3, 4, 6 for new construction of toilet blocks in CRZ-II and the proposals at Sr. No. 7 & 12 for reconstruction of existing old toilet blocks in CRZ I area. The Authority asked MCGM to submit details for new construction and CRZ map in 1:4000 scale to ascertain the CRZ status and landward / seaward status of site under reference.

DECISION:

After deliberation, the Authority decided to recommend the proposals at Sr. No. 2, 5, 8, 9, 10, 11 from CRZ point of view under CRZ Notification, 2019 to concerned planning Authority subject to compliance of following conditions:

1. The proposed reconstruction should be carried out strictly as per the provisions of CRZ Notification, 2019 (as amended from time to time) and guidelines/ clarifications given by MoEF&CC from time to time.


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2. MCGM should strictly ensure that the proposed redevelopment is within the limit of permissible FSI as per Town and Country planning regulations existed as on 18th January, 2019 before issuing commencement certificate to the project.
3. MCGM should strictly ensure that Prior High Court permission should be obtained for (Sr. No. 10) proposed reconstruction of Toilet Block at Ganesh Murti Nagar, Part-III, Beside Police Station, as per order dated 17th September, 2018 in PIL 87/2006.
4. Debris generated during the project activity should not be dumped in CRZ area. It should be processed scientifically at a designated place, as per MSW Rules, 2016.
5. Solid waste generated should be properly collected and segregated. Dry/ inert solid waste should be disposed of to the approved site for land filling after recovering recyclable materials.
6. Safe disposal of the wastewater should be ensured.
7. All other required permission from different statutory authorities including should be obtained before starting construction at the site shall be ensured by Urban Local Body.



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Item No. 7: Proposed redevelopment on plot bearing CS no. 1677 of Lower Parel Division situated at Dr. Annie Besant Road, Worli, G/S ward, Mumbai by M/s Hinduja Group Ltd.

INTRODUCTION:

The Consultant presented the proposal before the Authority. The proposal for redevelopment on plot bearing CS no. 1677 of Lower Parel Division situated at Dr. Annie Besant Road, Worli, G/S ward, Mumbai

As per remarks of the MCGM, there is an existing building under reference comprises of Stilt + 5 upper floors and plans for the same were approved on 11.08.1983 and full OC was issued on 17.04.1984.

As per proposed plan, Architect has proposed residential cum commercial building comprising of 3 level basements for parking spaces & services + Stilt for entrance lobby + 1st to 8th Parking floors + 9th service floor + 10th floor (pt.) refuge & commercial (pt.) + 11th to 16th floor for commercial user + 17th floor (pt.) refuge & commercial (pt.) + 18th to 20th floor for commercial user + 21st service floor + 22nd & 23rd for commercial user + 24th floor for residential user + 25th (pt.) refuge & residential (pt.) + 26th floor for residential user + 27th to 29th floor for commercial user + 30th service floor having total height 119.75 mt. from general ground level up to terrace level.

Redevelopment of existing building is proposed by claiming the existing BUA protected (as per approved plans dated 11.08.1983) as per Regn.30(C)(a) of DCPR 2034 + 0.84 additional FSI on payment of premium + part of 0.83 TDR + additional FSI up to 2.00 as per Regn.33(19) of DCPR 2034 along with fungible compensatory FSI over and above permissible FSI as per Regn. 31(3) of DCPR 2034. The proposal has received various concessions for plans from Hon. MC, MCGM on 23.08.2023 and IOD issued on 12.09.2023.

Plot area is 1,670.57 Sqm, Proposed FSI area is 10,068.23 sqm, Proposed Non FSI area is 9,916.77 sqm and Total Construction area is 19,985.00 Sqm

As per MCGM remarks, the plot is situated in Residential Zone and not reserved for public purpose as per DP remarks of 2034. The plot falls in CRZ II area and situated on landward side of 36.60 m wide Dr. Annie Besant Road.


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DELIBERATIONS:

The Authority noted that the PP has submitted the CRZ map in 1:4000 scale & report prepared by IRS, Chennai. As per CRZ map, project site completely falls in CRZ II and landwards side of existing road as per approved CZMP 2019.

As per Para 5.2(iv) of the CRZ Notification, 2019:

"Reconstruction of authorised buildings shall be permitted, without change in present land use, subject to the local town and country planning regulations as applicable from time to time, and the norms for the Floor Space Index or Floor Area Ratio, prevailing as on the date of publication of this notification in the official Gazette .."

The Authority noted that proposed reconstruction of building in CRZ II area is permissible subject to FSI as per Town and Country planning regulations existed as on date of the CRZ Notification, 2019 i.e. 18th January, 2019. MCGM should strictly ensure that the proposed construction is within the limit of permissible FSI as per DCR existed as on 18th January, 2019.

DECISION:

After deliberation, the Authority decided to recommend the proposal from CRZ point of view under CRZ Notification, 2019 to concerned planning Authority subject to compliance of following conditions:

1. The proposed reconstruction should be carried out strictly as per the provisions of CRZ Notification, 2019 (as amended from time to time) and guidelines/ clarifications given by MoEF&CC from time to time.
2. MCGM should strictly ensure that the proposed redevelopment is within the limit of permissible FSI as per Town and Country planning regulations existed as on 18th January, 2019 before issuing commencement certificate to the project.
3. Debris generated during the project activity should not be dumped in CRZ area. It should be processed scientifically at a designated place, as per MSW Rules, 2016.
4. Solid waste generated should be properly collected and segregated. Dry/ inert solid waste should be disposed of to the approved site for land filling after recovering recyclable materials.
5. Safe disposal of the wastewater should be ensured.
6. PP to obtain the Environment clearance under EIA Notification, 2006, if total construction area exceeds 20,000 Sqm.

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7. All other required permission from different statutory authorities including Civil Aviation NOC/ Fire NOC/Structural Stability and CCZM certificate should be obtained before starting construction at the site shall be ensured by Urban Local Body.


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Item No. 8: Proposed redevelopment of the building on plot bearing CTS no. D/1070 of village Chium village Khar (W), Mumbai by Shri. Sajim Abdul Karim Batliwala

INTRODUCTION:

The Consultant presented the proposal before the Authority. The proposal for redevelopment of the building on plot bearing CTS no. D/1070 of village Chium village Khar (W), Mumbai.

The existing residential building comprising of ground + 1 st floor has become unsafe and the same is declared dilapidated and dangerous by MCGM and notice u/s. 354 of MMC Act vide letter dated. 31.08.2020 has been issued, due to which it has been demolished on site.

As per proposed plan, proposed residential building comprising of Ground Floor (pt) & Stilt Floor (pt) + 1st to 4th upper floors. The plans are proposed in lieu of 1.00 FSI + Fungible Compensatory area + claiming staircase, lift, lift lobby area free of FSI, of DCPR 2034 existing as on 18.01.2019.

The proposal has received various concessions for latest amended plans from Hon. MC, MCGM dated 24.04.2023. The provisional CFO NOC has been obtained on 14.07.2022. The IOD has been obtained on 27.06.2023.

Plot area is 213.30 Sqm, Proposed FSI area is 286.57 sqm, Proposed Non FSI area 75.12 sqm and Total Construction area is 316.69 Sqm

As per MCGM remarks, the plot is situated in Residential Zone and not reserved for public purpose as per DP remarks of 2034. The plot falls in CRZ II area and situated on landward side of existing road.

DELIBERATIONS:

The Authority noted that the PP has submitted the CRZ map in 1:4000 scale & report prepared by IRS, Chennai. As per CRZ map, project site completely falls in CRZ II and landwards side of existing road as per approved CZMP 2019.

As per Para 5.2(iii) of the CRZ Notification, 2019:

"Reconstruction of authorised buildings shall be permitted, without change in present land use, subject to the local town and country planning regulations as applicable from time to time, and the norms for the Floor Space Index or Floor


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Area Ratio, prevailing as on the date of publication of this notification in the official Gazette .."

The Authority noted that proposed reconstruction of building in CRZ II area is permissible subject to FSI as per Town and Country planning regulations existed as on date of the CRZ Notification, 2019 i.e. 18th January, 2019. MCGM should strictly ensure that the proposed construction is within the limit of permissible FSI as per DCR existed as on 18th January, 2019.

DECISION:

After deliberation, the Authority decided to recommend the proposal from CRZ point of view under CRZ Notification, 2019 to concerned planning Authority subject to compliance of following conditions:

1. The proposed reconstruction should be carried out strictly as per the provisions of CRZ Notification, 2019 (as amended from time to time) and guidelines/ clarifications given by MoEF&CC from time to time.
2. MCGM should strictly ensure that the proposed redevelopment is within the limit of permissible FSI as per Town and Country planning regulations existed as on 18th January, 2019 before issuing commencement certificate to the project.
3. Debris generated during the project activity should not be dumped in CRZ area. It should be processed scientifically at a designated place, as per MSW Rules, 2016.
4. Solid waste generated should be properly collected and segregated. Dry/ inert solid waste should be disposed of to the approved site for land filling after recovering recyclable materials.
5. Safe disposal of the wastewater should be ensured.
6. All other required permission from different statutory authorities including Civil Aviation NOC or CCZM certificate should be obtained before starting construction at the site shall be ensured by Urban Local Body.



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Item No. 9: Amendment in EC & CRZ Clearance for the modification of marine side activities of REDI Port Layout by Redi Port Limited

INTRODUCTION:

The Consultant & representative of Redi Port Limited presented the proposal before the Authority. Redi port (fair weather port) has existing facility with two working jetties performing lighterage operations since more than 50 years and handles upto one MTPA of iron ore.

Earlier, the MCZMA has recommended the proposal of expansion of facilities of Redi Port vide Letter CRZ2012/CR148/TC4 dated 24.10. 2013 to MoEF&CC, New Delhi under CRZ Notification, 2011. The MoEF&CC has accorded Environmental and CRZ Clearance vide F.No.11-15/2010-IA-II dated 06.09.2018 for handling cargo capacity upto 5.16 MTPA for Phase I and 13.74MTPA Phase II (Cumulative) and facilities includes development of three (3) berths for handling dry bulk cargo, general cargo and development of navigation and backup facilities. Total area of 98 ha, 64.22 ha of land is planned to be reclaimed and remaining 33.78 ha is the on shore land.

Now, the due to change in port limit and consequent change in project layout, the PP is seeking the amendment in the CRZ clearance. Earlier, Redi Port limits were issued vide notification no. MIS-0512/C.R-164/R.F.20/PRT.I. dated 30.01.2013. In April, 2018, Home Department, Government of Maharashtra revised port limits vide Sankirn -0318/C.R.09/PRT-1 dated 26.04.2018. In order to accommodate the marine side activities within new port limits, it is proposed to move the marine side activities towards north. The present proposal is for modification in the EC/CRZ approved marine side layout and no changes are proposed for port handling capacity, backup area and land side facilities.

Details of the changes are as follows:


Parameter	Approved Facilities (As per EC/CRZ Clearance)	Facilities (Proposed Amendment)	Remarks
Existing Facilities			
Number of jetties	Two (02) Nos	Two (02) Nos	No Change
Backup area	8 ha	8 ha	No Change
Cargo handling	1 MTPA	1 MTPA	No Change


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Type of cargo being handled	Iron Ore		Iron Ore		No Change
Proposed Expansion Facilities (Phase I and II)					
Length of Northern Breakwater	Phase I - 0 m & Phase II —100m		Phase I - 0 m & Phase II — 615 m		Increased
Length of Southern Breakwater	Phase I - 860 m & Phase II — 1800m		Phase I - 1375 m & Phase II — 3795 m		Increased
	Phase I	Phase II	Phase I	Phase II	
Rock Bund	2150 m	Phase I facility will suffice Phase II requirement.	2150	Phase I facility will suffice Phase II requirement.	No Change
Diameter of Turning Circle	460 m		460 m		
Depth of Turning Circle (below CD)	(-) 14.5 m		(-) 14.5 m		
Number of Berths	Two (02)	Three (03) (Cumulative)	Two (02)	Three (03) (Cumulative)	No change
Depth at berthing Area	(-) 13.9 m	(-) 13.9 m	(-) 13.9 m	(-) 13.9 m	No change
Dredging Quantity	3.36 MCM	-	5.49 MCM		Increased
Dredge Spoil Disposal	2.43 MCM will be disposed at identified offshore dredge spoil disposal site located in (-) 25m to (-) 30 m.		2.43 MCM will be disposed at identified offshore dredge spoil disposal site located in (-) 25m to (-) 30 m.		No change
Reclamation Quantity	5.5 MCM (0.93 MCM of dredged material and remaining will be sourced from borrow material.		4.5 MCM (3.06 MCM of dredged material and remaining will be sourced from borrow material).		Reduced (dredge material for reclamation was increased)


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Approach Channel					
Length	4565 m	Phase I facility will suffice Phase II requirement.	4410 m		Slightly Reduced Phase I facility will suffice Phase II requirement.
Width	165 m		165 m		
Depth	(-) 15.1 m		(-) 15.1 m		
Cargo Handling Capacity					
Existing cargo handling capacity	1 MTPA		1 MTPA		No Change
Proposed cargo handling capacity upto Phase II	13.74 MTPA		13.74 MTPA		No Change
Type of cargo proposed to be handled	Coal, Iron ore and General Cargo		Coal, Iron ore and General Cargo		No Change
Total cargo handling capacity after commissioning of Expansion facility	14.74 MTPA		14.74 MTPA		No Change
Water Requirement	310 m3/day		310 m3/day		No Change
Power requirement	13.33 mVA		13.33 mVA		No Change
Sewage Treatment Plant	50 KLD		50 KLD		No Change

DELIBERATIONS:

The Authority noted that the PP has submitted the CRZ map in 1:4000 scale & report prepared by IRS, Chennai. As per IRS report, Proposed expansion of


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Redi Port for Phase I and Phase II in Redi, Sukhalbhat and Kanyale villages, Vengurla taluka, Sindhudurg district,

Maharashtra by M/s. Redi Port Limited, Mumbai, falls fully in Arabian Sea and between LTL and 500m setback line from HTL of Arabian Sea as per approved CZMP (Map Nos.MH 1 & 4). Hence the proposed port facilities in Phase I and Phase II of the Redi Port falls in CRZ-IVA, CRZ-III (NDZ), CRZ-III (200m to 500m from HTL), CRZ-IB.

Area of Proposed Expansion of Port Facilities under Phase-I in various CRZ

Description	CRZ - Classification	Area in Sq.m	Total Area in Sq.m
Proposed Admin Area	CRZ - III (200m to 500m from HTL)	87664.25	192306.84
	CRZ - IVA	1267.03	
	CRZ - IB	4746.04	
	CRZ - III (NDZ)	98629.52	
Proposed Berths	CRZ - IVA	100090.69	18343.00
Proposed Reclamation Area	CRZ - IVA	157494.79	161950.67
	CRZ - IB	4455.88	
Proposed Reclamation Bund	CRZ - IVA	21426.81	33619.61
	CRZ - IB	10881.99	
	CRZ - III (NDZ)	1310.81	
Proposed Road	CRZ - III (200m to 500m from HTL)	4265.57	39073.95
	CRZ - IVA	9651.76	
	CRZ - IB	2300.62	
	CRZ - III (NDZ)	22856.00	
Proposed Storage Area	CRZ - III (200m to 500m from HTL)	7514.90	164547.16
	CRZ - IB	7273.85	
	CRZ - III (NDZ)	149758.41	
Proposed Breakwater	CRZ - IVA	39282.21	39282.21



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Area of Proposed Expansion of Port Facilities under Phase-II in various CRZ

Description	CRZ - Classification	Area in Sq. m	Total Area in Sq. m
Proposed Admin Area	CRZ - III(200m to 500m from HTL)	87664.25	192306.84
	CRZ - IVA	1267.03	
	CRZ - IB	4746.04	
	CRZ - III (NDZ)	98629.52	
Proposed Berths	CRZ-IVA	100090.69	100090.69
Proposed North Breakwater	CRZ -IVA	30304.91	30304.91
Proposed Operational Area	CRZ -IVA	46589.53	51585.14
	CRZ -IB	4995.61	
Proposed Reclamation Area	CRZ - IVA	157980.64	162436.52
	CRZ -IB	4455.88	
Proposed Reclamation Bund	CRZ-IVA	48751.31	61447.42
	CRZ - IB	11385.3	
	CRZ - III (NDZ)	1310.81	
Proposed Road	CRZ - III (200m to 500m from HTL)	4265.57	126152.64
	CRZ - IVA	95026.9	
	CRZ - IB	3567.02	
	CRZ - III (NDZ)	23293.15	
Proposed South Breakwater	CRZ - IVA	167863.01	168384.84
	CRZ - IB	447.23	
	CRZ - III (NDZ)	74.6	
Proposed Storage Area	CRZ - III (200m to 500m from HTL)	7514.9	366942.94
	CRZ - IVA	202395.78	
	CRZ - IB	7273.85	
	CRZ - III (NDZ)	149758.41	

The Authority noted that the PP has submitted EIA report prepared by L&T Infrastructure Engineering Limited. The proposed changes for Redi Port involves minimal construction activities such as storage area development etc


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and operational phase activities such as vessel movement, cargo handling and storage. The port activities and their impacts on the environmental attributes during the development and operation phase have been submitted in EIA report. The impacts have been summarised, evaluated and suitable mitigation measures proposed to negate the likely impacts are indicated. The effective implementation and close supervision of the environmental management to mitigate the environmental impacts, which are likely to arise due to the construction and operation phases of the project could be achieved through a suitable institutional mechanism. The institutional mechanism responsible for the implementation of the mitigation measures is presented.

Expert Members observed that there is already an EC & CRZ clearance granted by the MoEF&CC, New Delhi. Now, due to change in project layout, the PP is seeking the amendment. Expert Members noted the observations and mitigations measure suggested in the EIA report.

As per Para 5.1.2 of the CRZ Notification, 2019:

- *"Activities shall be regulated or permissible in the CRZ-I B areas as under:-*
 - (i) Land reclamation, bunding, etc. shall be permitted only for activities such as,-*
 - (a) foreshore facilities like ports, harbours, Jetties, wharves, quays, slipway, bridges, hover ports for coast guard, sea links, etc;*
 - (e) maintenance and clearing of waterways, channels, ports and hover ports for coast guard;*
 - (ii) Activities related to waterfront or directly needing foreshore facilities such as ports and harbours, jetties, quays, wharves, erosion control measures, breakwaters, pipelines, lighthouses, navigational safety facilities, coastal police stations, Indian coast guard stations and the like.*
- As per Para 5.3 of the CRZ Notification, 2019:
"(i) Activities as permitted in CRZ-I B, shall also be permissible in CRZ-III, in so far as applicable."
- As per Para 5.4 of the CRZ Notification, 2019:
Activities shall be permitted and regulated in the CRZ IV areas as under:-
 - (ii) Land reclamation, bunding, etc to be permitted only for activities such as.-*


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- (a) foreshore facilities like ports, harbours, Jetties, wharves, quays, slipway, bridges, sea links and hover ports for coast guard ,etc;
- (d) maintenance and clearing of waterways, channels and ports;
- (iii) Activities related to waterfront or directly needing foreshore facilities, such as ports and harbours, jetties, quays, wharves, erosion control measures, breakwaters, pipelines, navigational safety facilities and the like.
- As per Para 7 of the CRZ Notification, 2019:
 - (iii) For all other permissible and regulated activities as per this notification, which fall purely in CRZ-II and CRZ-III areas, the CRZ clearance shall be considered by the concerned Coastal Zone Management Authority and such projects in CRZ -II and III, which also happen to be traversing through CRZ-I or CRZ-IV areas or both, CRZ clearance shall, however be considered only by the Ministry of Environment, Forest and Climate Change, based on recommendations of the concerned Coastal Zone Management Authority.

DECISION:

In the light of above, the Authority after deliberation decided to recommend the proposal to MoEF&CC, New Delhi under CRZ Notification, 2019 subject to following conditions

1. The proposed construction should be carried out strictly as per the provisions of CRZ Notification, 2019 (as amended from time to time) and guidelines/ clarifications given by MoEF&CC from time to time.
2. Construction should be carried with minimum interference with tidal water flow, so that free flow of tidal water is not obstructed.
3. Natural course of creek/river water should not be hampered due to proposed activities.
4. During construction phase, the project implementing agency should proactively implement all possible appropriate environmental measures to achieve minimum disturbance to coastal ecosystem.
5. The construction debris and dredged material should not be disposed off in the creek water to avoid any adverse impact on marine water quality.
6. PP to ensure that best industrial practices should be followed for fire safety measures and for conservation of coastal environment


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7. Debris generated during the project activity should not be dumped in CRZ area. It should be processed scientifically at a designated place, as per MSW Rules, 2016.
8. PP to implement recommendations of the EIA / EMP report for mitigation of environment impacts
9. The Project proponent should effectively implement the mitigation measure and Environment Management Plan during construction and operation phase of the project.
10. All other required permission from different statutory authorities should be obtained



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Item No. 10: Development of a Greenfield port at Vadhavan, District Palghar by JNPT

INTRODUCTION:

The Consultant presented the proposal before the Authority. Jawaharlal Nehru Port Authority signed MoU with Maharashtra Maritime Board for development of Vadhavan Port. SPV M/s. Vadhavan Port Project Limited by JNPT and MMB with equity share of 74% and 26% respectively.

Govt of India had conveyed In-Principal approval as Vadhavan as Major Port on : 13-02-2020. Notification of Vadhavan as Major Port at published as per Indian Port Act 1908 with Port Limits: 19-02 2020. Location of Proposed Vadhavan Port is ~150 Km from Mumbai.

The Vadhavan has a natural draft of ~20m and has Port has potential to be among the Top 10 Container Ports in the World. The Vadhavan Port will add container capacity of 15 Million TEUs in first phase, which will increase to ~23.2 Million TEUs in second phase.

Breakwater of about 10.14 Km, Reclamation in the intertidal / offshore area including shore protection of 1,448 ha., 571 Ha (1410.97 acres) land for rail and road connectivity, Road and Rail connectivity, Port Cargo handling Equipments and utilities etc.

Details of activity and CRZ details are as follows:

SI. N O	DESCRIPTION	PROJECT DETAILS	CRZ- CLASSIFICATIO N	AREA IN ACRES	TOTAL AREA IN ACRES
1	AREA FOR PROPOSED DEVELOPMENT WITHIN VADHAVAN PORT LIMITS	APPROACH TRESTLE	CRZ-IVA	45.26	8763.2
		BREAKWATER	CRZ-IVA	444.36	
		NAVIGATIONAL AREA	CRZ-IVA	3004.28	
		OFFSHORE RECLAMATION AREA	CRZ-IVA	3388.87	
		RECLAMATION AREA NEAR SHORE	CRZ-IB	131.67	
			CRZ-III (200M TO 500M FROM	12.14	

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			HTL)		
			CRZ-III (NDZ)	22.86	
			CRZ-IVA	417.8	
			OUTSIDE CRZ	49.56	
		SHELTERED AREA	CRZ-IVA	1246.41	
2	REMAINING AREA WITHIN VADHAVAN PORT LIMITS	NIL	CRZ-IA (50m Mangrove Buffer)	126.48	33214.37
			CRZ-IA	98.25	
			CRZ-IB	426.28	
			CRZ-III-NDZ	19.71	
			CRZ-IVA	32543.64	
Grand Total				41977.57	41977.57
SI. NO	DESCRIPTION	PROJECT DETAILS	CRZ-CLASSIFICATION	LENGTH IN METERS	TOTAL LENGTH IN METERS
3	PROPOSED ROAD ALIGNMENT FOR THE PORT CONNECTIVITY	PROPOSED ROAD	CRZ-IB	277.29	34033.32
			CRZ-III (200m to 500m from HTL)	257.89	
			CRZ-III-NDZ	491.77	
			Outside CRZ	33006.36	
4	PROPOSED RAIL ALIGNMENT FOR THE PORT CONNECTIVITY	PROPOSED RAILWAY LINE	CRZ-IB	217.26	21735.45
			CRZ-III (200m to 500m from HTL)	355.71	
			CRZ-III-NDZ	514.39	
			Outside CRZ	20648.1	
Grand Total				55768.77	55768.77

The Consultant presented that the EIA report has been submitted which is prepared by the Nabet Accredited consultant.

DELIBERATIONS:

Dr. Shindikar, Expert Member asked the consultant:

- Whether the EIA report is carried out is Rapid or comprehensive.
- Whether the public hearing has been conducted


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- Studies of erosion / accretion along the coastline near the project site
- Material proposed to be used for reclamation and source of it

Dr. Kudale expressed his views as per which:

- Tarapur Atomic Project is close the Vadhavn port site and there is outflow from the said project. EIA studies should include the impact of the project on said Tarapur atomic project and its outflow
- There is huge reclamation involved in the project. Impact of the reclamation on the marine life should be reported in the details. Source of material which will be used for reclamation should be reported.
- How the material will be transported for breakwater construction.

The Consultant presented that details of the same along with all the studies carried out for the project would be submitted. The Authority instructed consultant to submit all studies carried out for the project so that it would be shared with Expert members of MCZMA for their comments and suggestions, if any within two weeks after receiving study report. The Authority further noted that various representation received from residents of Palghar District. The Authority decided to forward these representations and asked PP to submit their say in the matter.

DECISION:

In the light of above, the Authority after deliberating decided to defer the matter for submission of above information.



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Item No. 11: Amendment in CRZ clearance for construction of creek bridge across Dharamtar Creek Joining Karanja to Revas, District Raigad by MSRDC.

INTRODUCTION:

Executive Engineer, MSRDC vide letter dated 26.12.2023 informed that MSRDC has decided to proceed with original CRZ proposal which has already received a CRZ Clearance, vide letter no. CRZ2022/CR12/SEIAA dated 20.06.2022. Hence, the PP requested to allow to withdraw the current proposal of amendment. The Authority noted the same.

DECISION:

The Authority decided to allow PP to withdraw the proposal.



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Item No. 12: Proposed redevelopment of building on plot bearing CTS no. 323, 324 and 325 of village Bandra C at Bandra (W), in H/w ward, Mumbai by Shri. Shailesh Jhunjuwala of M/s Shandor Properties LLP

INTRODUCTION:

The Consultant presented the proposal before the Authority. The proposal for redevelopment of building on plot bearing CTS no. 323, 324 and 325 of village Bandra C at Bandra (W), in H/w ward, Mumbai.

The existing building known as The Bandra Sea Shell C.H.S.L., is of Ground Floor + 1st to 5th Upper Floor structure is standing on site and now work has yet been started on site.

As per proposed plan, proposed residential building comprising of two level Basement for Surface Parking having ht. 6.40 mt. BGL (3.20 mt. each) for surface parking and ancillary use accessible by 2 nos. of car lift, with pit level below basement level for fire tank, RWH tank and lift pit+ Ground Floor + 1st to 6th floor for parking +7th Upper Floor for amenity + 8th to 16th +17th(pt) Upper floor for residential flats having total height 69.95mt. upto terrace floor. The plans are proposed in lieu of plot potential + 0.50 Govt. additional F.S.I + 0.90 TDR + additional incentive FSI + fungible compensatory area & area of staircase, lifts & lifts lobbies free of FSI as per DCPR 2034, upto 18.01.2019, i.e. publication of CRZ Notification, 2019.

The proposal has received various concessions for latest amended plans from Hon. MC. MCGM dated 08.09.2023. The provisional CFO NOC has been obtained on 03.08.2023. The civil aviation NOC has been obtained on date 26.08.2023. The IOD has been obtained on 25.09.2023.

Plot area is 841.10 Sqm, Proposed FSI area is 2,664.38 sqm, Proposed Non FSI area is 6,267.28 sqm and Total Construction area is 8,931.66 Sqm

As per MCGM remarks, the plot is situated in Residential Zone and not reserved for public purpose as per DP remarks of 2034. The plot falls in CRZ II area and situated on landward side of existing road.

DELIBERATIONS:



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The Authority noted that the PP has submitted the CRZ map in 1:4000 scale & report prepared by IRS, Chennai. As per CRZ map, project site completely falls in CRZ II and landwards side of existing road as per approved CZMP 2019.

As per Para 5.2(iii) of the CRZ Notification, 2019:

"Reconstruction of authorised buildings shall be permitted, without change in present land use, subject to the local town and country planning regulations as applicable from time to time, and the norms for the Floor Space Index or Floor Area Ratio, prevailing as on the date of publication of this notification in the official Gazette .."

The Authority noted that proposed reconstruction of building in CRZ II area is permissible subject to FSI as per Town and Country planning regulations existed as on date of the CRZ Notification, 2019 i.e. 18th January, 2019. MCGM should strictly ensure that the proposed construction is within the limit of permissible FSI as per DCR existed as on 18th January, 2019.

DECISION:

After deliberation, the Authority decided to recommend the proposal from CRZ point of view under CRZ Notification, 2019 to concerned planning Authority subject to compliance of following conditions:

1. The proposed reconstruction should be carried out strictly as per the provisions of CRZ Notification, 2019 (as amended from time to time) and guidelines/ clarifications given by MoEF&CC from time to time.
2. MCGM should strictly ensure that the proposed redevelopment is within the limit of permissible FSI as per Town and Country planning regulations existed as on 18th January, 2019 before issuing commencement certificate to the project.
3. Debris generated during the project activity should not be dumped in CRZ area. It should be processed scientifically at a designated place, as per MSW Rules, 2016.
4. Solid waste generated should be properly collected and segregated. Dry/ inert solid waste should be disposed of to the approved site for land filling after recovering recyclable materials.
5. Safe disposal of the wastewater should be ensured.
6. All other required permission from different statutory authorities including Civil Aviation NOC or CCZM certificate should be obtained before starting construction at the site shall be ensured by Urban Local Body.



Member Secretary



Chairman

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Item 13: Proposed redevelopment of residential Building ATLANTIS BAY on plot bearing with C.S. Nos. 1C/408, 1A/408, 1B/408 & 1/408 at Tardeo Division, D Ward, Mumbai by M/s. AAA Holding Trust

INTRODUCTION:

The Consultant presented the proposal before the Authority. The proposal for redevelopment of residential Building ATLANTIS BAY on plot bearing with C.S. Nos. 1C/408, 1A/408, 1B/408 & 1/408 at Tardeo Division, D Ward, Mumbai.

There are 2 no's of existing building's: Bayside Mall (G + 2 upper floor's) and Popular Press Building (G + 2 upper floor's) on site under reference.

As per proposed plan, the proposed building comprises of 2B+ G+ 1st to 7th Floor Parking + Service floor + 1st Floor (Amenity) + 2nd to 25th Upper Floors.

The civil aviation NOC has been obtained on date 18.07.2023.

Plot area is 2,286.53Sqm, Proposed BUA is 12,347.26 sqm, and Total Construction area is 29,324.00Sqm

As per MCGM remarks, the plot is situated in Residential Zone and not reserved for public purpose as per DP remarks of 2034. The plot falls in CRZ II area and situated on landward side of existing road.

DELIBERATIONS:

The Authority noted that the PP has submitted the CRZ map in 1:4000 scale & report prepared by IRS, Chennai. As per CRZ map, project site completely falls in CRZ II and landwards side of existing road as per approved CZMP 2019.

As per Para 5.2(iii) of the CRZ Notification, 2019:

"Reconstruction of authorised buildings shall be permitted, without change in present land use, subject to the local town and country planning regulations as applicable from time to time, and the norms for the Floor Space Index or Floor Area Ratio, prevailing as on the date of publication of this notification in the official Gazette .."

The Authority noted that proposed reconstruction of building in CRZ II area is permissible subject to FSI as per Town and Country planning regulations existed as on date of the CRZ Notification, 2019 i.e. 18th January, 2019. MCGM should



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strictly ensure that the proposed construction is within the limit of permissible FSI as per DCR existed as on 18th January, 2019.

DECISION:

After deliberation, the Authority decided to recommend the proposal from CRZ point of view under CRZ Notification, 2019 to SEIAA subject to compliance of following conditions:

1. The proposed reconstruction should be carried out strictly as per the provisions of CRZ Notification, 2019 (as amended from time to time) and guidelines/ clarifications given by MoEF&CC from time to time.
2. MCGM should strictly ensure that the proposed redevelopment is within the limit of permissible FSI as per Town and Country planning regulations existed as on 18th January, 2019 before issuing commencement certificate to the project.
3. Debris generated during the project activity should not be dumped in CRZ area. It should be processed scientifically at a designated place, as per MSW Rules, 2016.
4. Solid waste generated should be properly collected and segregated. Dry/ inert solid waste should be disposed of to the approved site for land filling after recovering recyclable materials.
5. Safe disposal of the wastewater should be ensured.
6. All other required permission from different statutory authorities including Fire NOC, Structural Stability, Civil Aviation NOC or CCZM certificate should be obtained before starting construction at the site shall be ensured by Urban Local Body.



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Item No. 14: Proposed reconstruction of Residential Hotel on property bearing C.T.S. No. C/1067 and C/1068 at Carter Road, Bandra West, Mumbai by Salma Khan

INTRODUCTION:

The Consultant presented the proposal before the Authority. The proposal for reconstruction of Residential Hotel on property bearing C.T.S. No. C/1067 and C/1068 at Carter Road, Bandra West, Mumbai.

Existing Basement + Ground + 2 Podium + 8th floor unoccupied building is present on site which will be demolished.

As per proposed plan, Proposed Residential Hotel comprises of 1st basement for Pump room + Domestic tank + Fire-fighting tank + Treated tank + Service area for car machine/electric panel/Fire panel area + Storage area, 2nd basement for D.G. set + Stack car parking by the way of 02 nos. of car lifts, 3rd basement for 03 tier stack car parking by the way of 02 nos. of car lifts + 1 st & 2nd floor for Cafe & restaurant + 3rd floor for Gymnasium & swimming pool + 4 th floor as service floor + 5th and 6th Floor Office user / Convention Centre + 7th to 19th upper floor for Hotel Use. The proposed plan is as per DCPR 2034.

The proposal has received various concessions for latest amended plans from Hon. MC. MCGM dated 27.12.2021 The CFO NOC has been obtained on 03.12.2021. The civil aviation NOC has been obtained on date 17.11.2023. The IOD has been obtained on 30.10.2021.

Plot area is 990.80 Sqm, Proposed FSI area is 5933.77 sqm, and Total Construction area is 10208.00 Sqm

As per MCGM remarks, the plot is situated in Residential Zone and not reserved for public purpose as per DP remarks of 2034. The plot falls in CRZ-IA & CRZ II area and situated on landward side of existing road.

DELIBERATIONS:

The Authority noted that the PP has submitted the CRZ map in 1:4000 scale & report prepared by IRS, Chennai. As per CRZ map, project site partly falls in CRZ-IA (50m mangrove buffer zone) i.e. 105.00 sqm and partly falls in CRZ II



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i.e. 885.8 sqm and landwards side of existing road as per approved CZMP 2019. Consultant presented that construction will carry out in CRZ-II area only (no construction will be carrying out under CRZ - IA area)

As per Para 5.2(iii) of the CRZ Notification, 2019:

"Reconstruction of authorised buildings shall be permitted, without change in present land use, subject to the local town and country planning regulations as applicable from time to time, and the norms for the Floor Space Index or Floor Area Ratio, prevailing as on the date of publication of this notification in the official Gazette .."

As per Para 5.2(v) of the CRZ Notification, 2019:

"Development of vacant plots in designated areas for construction of beach resorts or hotels or tourism development projects subject to the conditions or guidelines at Annexure-III to this notification"

The Authority noted that proposed reconstruction of building in CRZ II area is permissible subject to FSI as per Town and Country planning regulations existed as on date of the CRZ Notification, 2019 i.e. 18th January, 2019. MCGM should strictly ensure that the proposed construction is within the limit of permissible FSI as per DCR existed as on 18th January, 2019.

DECISION:

After deliberation, the Authority decided to recommend the proposal from CRZ point of view under CRZ Notification, 2019 to concerned planning Authority subject to compliance of following conditions:

1. The proposed reconstruction should be carried out strictly as per the provisions of CRZ Notification, 2019 (as amended from time to time) and guidelines/ clarifications given by MoEF&CC from time to time.
2. MCGM should strictly ensure that the proposed redevelopment is within the limit of permissible FSI as per Town and Country planning regulations existed as on 18th January, 2019 before issuing commencement certificate to the project.
3. MCGM should strictly ensure that no construction should be carried out in CRZ-IA (50 m mangrove buffer zone). Prior High Court permission should be obtained, as per order dated 17th September, 2018 in PIL 87/2006, before starting work at the site.
4. PP to ensure the all applicable conditions in Annexure-III of CRZ Notification 2019 shall be complied with.



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5. Debris generated during the project activity should not be dumped in CRZ area. It should be processed scientifically at a designated place, as per MSW Rules, 2016.
6. Solid waste generated should be properly collected and segregated. Dry/ inert solid waste should be disposed of to the approved site for land filling after recovering recyclable materials.
7. Safe disposal of the wastewater should be ensured.
8. All other required permission from different statutory authorities including Fire NOC / structural stability / Civil Aviation NOC or CCZM certificate should be obtained before starting construction at the site shall be ensured by Urban Local Body.


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Item No. 15: Proposed underground road connectivity from Eastern Freeway- Orange Gate to Coastal Road at Marine Drive, Mumbai by MMRDA.

INTRODUCTION:

The MMRDA officials and consultant presented the proposal before the Authority. MMRDA had constructed the eastern freeway from Ghatkopar-Mankhurd link road at Mankhurd up to P'Demello road near Orange Gate, MBPT in South Mumbai. This road provides faster connectivity to South Mumbai.

The traffic from eastern freeway merges with existing traffic on P'Demello road which causes traffic congestion and it queues on up as well as down ramps of eastern freeway during peak hours.

The Mumbai trans-harbour link (MTHL) is proposed to be connected with the eastern freeway via interchanges at Sewri railway station. Therefore the traffic from MTHL would add up on existing traffic on the eastern freeway.

Therefore in order to reduce the traffic congestion at P'Demello junction and provide a seamless East-West connectivity across the Mumbai city, the MMRDA has proposed the construction of tunnel road from the Eastern freeway road behind the Mumbai Port Trust (MbPT) up to Netaji Subhash Chandra road near Marine drive in Mumbai.

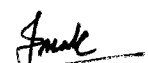
The proposed project provides the shortest connectivity between west and east part of the city. The estimated travel time via proposed tunnel route is estimated to be 3.65 min which is about 85% reduction in time as compared to the travel time via existing routes such as SV Patel road (24.25 min), Reay road station to Haji Ali junction via Byculla S bridge (31.98 min), Orange gate to Haji Ali junction via Tardeo (39.63 min), Orange gate to Kemps corner via Nana Chowk (39.14 min), Carnac bridge to marine drive via metro cinema (19.05 min).

Length of project (km)- LHS is 5.687 Km and RHS is 3.547 Km

The traffic plying from MTHL can easily reach the western part of the city via proposed tunnel. The proposed project would also provide access to the coastal road. The traffic from western part of the city can easily reach eastern freeway via proposed tunnel road.



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DELIBERATIONS:

The Consultant presented that total of five alternate routes were studied for assessment of travel time, distance and average speed for proposed east west connecting road in the Mumbai city. These routes are from

1. Reay road station to Haji Ali junction (via Byculla S bridge),
2. Orange gate to Haji Ali Junction (via Tardeo),
3. Orange gate to Kemps Corner (via Nana Chowk),
4. Sardar Vallabhbhai Patel marg (East-West tunnel) (Preferred Route)
5. Carnac bridge to Princess street flyover at marine drive (via metro cinema).

The Consultant presented the details of CRZ area which is as follows:

Total project area in CRZ-

S.n o.	CRZ Area	CRZ categories (Area in sqm)	
		CRZ II	NDZ Within CRZ II
1	Proposed Tunnel Road (LHS)	14331.7	0.09
2	A1 Area to be Permanently Acquired	4267.05	-
3	A2 Area to be Permanently Acquired	1493.07	-
4	A3 Area to be Permanently Acquired	2841.78	-
5	A4 Area to be Permanently Acquired	13738.9	-
6	Proposed Ramp Down (ARM)	1397.28	-
7	Proposed Tunnel Road (LHS)	10281.7	-
8	Proposed Tunnel Road (RHS)	10336.73	-
9	Total	58688.22	0.09
10	Total project area in CRZ	58688.31	

Total project length in CRZ-

S.n o.	Proposed Project Activities	CRZ categories (Length in km)	
		CRZ Landward of HTL- CRZ II	NDZ Within CRZ II-Greater Mumbai
1	Proposed Tunnel Road (LHS)	2.97	-
2	Proposed Tunnel Road (RHS)	1.15	-
3	Total project length in CRZ	4.12	-


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The Authority noted that the MMRDA has submitted the EIA report prepared by Nabet Accredited consultant. Observations and mitigations measures as suggested in the EIA report has been noted.

Expert Member noted that the said project of underground road connectivity is vital infrastructures project for the city of Mumbai for easing the traffic and reducing the travel time. The project is mostly passing through the developed area i.e. CRZ II area. However, considering the underground project, MMRDA need to implement all safety measures along with proper disaster management plan during construction and operation phase of the project.

The Authority further noted that as per para 7(iii) of the CRZ Notification, 2019: *"For all other permissible and regulated activities as per this notification, which fall purely in CRZ-II and CRZ-III areas, the CRZ clearance shall be considered by the concerned Coastal Zone Management Authority..."*

DECISION:

In the light of above, the Authority after deliberation decided to recommend the proposal to concern planning Authority under CRZ Notification, 2019 (only for CRZ area) subject to following conditions:

1. The proposed construction should be carried out strictly as per the provisions of CRZ Notification, 2019 (as amended from time to time) and guidelines/ clarifications given by MoEF&CC from time to time.
2. MMRDA need to implement all safety measures along with proper disaster management plan during construction and operation phase of the project.
3. There shall be no disposal of solid or liquid waste in the coastal area. Solid waste management shall be as per Solid Wastes Management Rules, 2016.
4. During the construction phase, all possible efforts/ measures should be taken to maintain the coastal ecology and biodiversity.
5. Project proponent should implement Environment Management plan for the project effectively and efficiently during construction and operational phase of the project to ensure that coastal environment is protected.
6. All the other mandatory permission from different statutory authorities should be obtained prior to the commencement of work of project



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Item No. 16: Proposed redevelopment of Worli Koliwada Primary Municipal School at plot bearing CTS no 2/224 of Worli Division G/S ward, Mumbai by MCGM

INTRODUCTION:

The officials of MCGM presented the proposal before the Authority. The proposal for redevelopment of Worli Koliwada Primary Municipal School at plot bearing CTS no 2/224 of Worli Division G/S ward, Mumbai. Proposed school building comprises of Ground + 1st to 4th upper floors.

Plot area is 705.30 Sqm, and Total Construction area is 932.44 Sqm

As per MCGM remarks, the plot is situated in Residential Zone and reserved for Municipal School as per DP remarks of 2034. The plot falls in CRZ II area and situated on landward side of existing road.

DELIBERATIONS:

The Authority noted that the PP has submitted the CRZ map in 1:4000 scale & report prepared by NCSCM, Chennai. As per CRZ map, project site completely falls in CRZ II and landwards side of existing road as per approved CZMP 2019.

As per Para 5.2(iii) of the CRZ Notification, 2019:

"Reconstruction of authorised buildings shall be permitted, without change in present land use, subject to the local town and country planning regulations as applicable from time to time, and the norms for the Floor Space Index or Floor Area Ratio, prevailing as on the date of publication of this notification in the official Gazette .."

The Authority noted that proposed reconstruction of building in CRZ II area is permissible subject to FSI as per Town and Country planning regulations existed as on date of the CRZ Notification, 2019 i.e. 18th January, 2019. MCGM should strictly ensure that the proposed construction is within the limit of permissible FSI as per DCR existed as on 18th January, 2019.

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DECISION:

After deliberation, the Authority decided to recommend the proposal from CRZ point of view under CRZ Notification, 2019 to concerned planning Authority subject to compliance of following conditions:

1. The proposed reconstruction should be carried out strictly as per the provisions of CRZ Notification, 2019 (as amended from time to time) and guidelines/ clarifications given by MoEF&CC from time to time.
2. MCGM should strictly ensure that the proposed redevelopment is within the limit of permissible FSI as per Town and Country planning regulations existed as on 18th January, 2019 before issuing commencement certificate to the project.
3. Debris generated during the project activity should not be dumped in CRZ area. It should be processed scientifically at a designated place, as per MSW Rules, 2016.
4. Solid waste generated should be properly collected and segregated. Dry/ inert solid waste should be disposed of to the approved site for land filling after recovering recyclable materials.
5. Safe disposal of the wastewater should be ensured.
6. All other required permission from different statutory authorities including fire NOC, Civil Aviation NOC or CCZM certificate should be obtained before starting construction at the site shall be ensured by Urban Local Body.



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Item No. 17: Proposed Power Supply to Global Vipasanna Pagoda, Gorai, Mumbai by Tata Power Co. Ltd.

INTRODUCTION:

The officials from Tata Power Co. Ltd presented the proposal before the Authority. At present, the power supply to Global Vipassana Foundation (GVF) is through Low Tension (LT) network. Due to site specific issues, Tata Power plans to lay HT Underground electric cable to meet additional power demand As per presentation, details area as follows:

Network details

Receiving Station	Installed Capacity	Operating Load	% Load	Distance from Uttan Area
Malad Receiving Station	210 MW	60 MW	26%	4.8Km

Feeder Details

Sr. No.	Receiving Station	PT	Cable Size	Peak Load (Amp)	% Load	Feeder Length (km)
11KV Essel World Line -1	Malad Receiving Station	11KV/110V	300sqmm	150A	50%	4.8KM
11KV Essel World Line -2	Malad Receiving Station	11KV/110V	300sqmm	15A	5%	4.8KM

Right of Way Requirements

- Length : 4 KM
- Width :800mm
- Land use of ROW : Laying HT cable in Essel World area, Bund area from Mangroves, MCGM Road
- Underground Cables :1.3KM X 2Run UG Cable 300sqmm, 3Core, XLPE Cable



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PP has submitted CRZ map in 1:4000 scale prepared by IRS, Chennai, as per which,

Sr. No.	CRZ Classification	Length (m)
1	CRZ - IA	11.01
2	CRZ - IA (Mangroves Buffer)	2819.68
3	CRZ-II	754.03
4	Outside CRZ	388.37
Total Lenth (m)		3973.09

DELIBERATIONS:

PP presented that existing route (Alternative-1: Length 250 m) passes through Developed area of M/s. Essel World. However, use of existing Right of Way for laying new HT Underground Cable due to M/s. Essel World's Developed area.

Further, route alternative-2 by Constructing Overhead HV Transmission line bypassing developed land of M/s. Essel World, not selected due to destruction of more number of mangroves.

Therefore PP has selected alternative-3 by Laying HV Underground Electric Cable bypassing developed area of M/s. Essel World, as there is no destruction of Mangroves. Existing bunds in the mangrove areas & MCGM Gorai Jetty Road will be used to lay underground electric cable.

The Authority noted that Tata Power has existing power supply connection to Pagoda with Low voltage network & the same route (Alternative-1: Length 250 m) is in non-CRZ area. Tata Power has explored alternative routes (Alternative-2: Length 3.8 kms in CRZ and Mangroves; Alternative-3: Length 3.9 kms in CRZ & Mangroves) to lay HT Electric cable. The Alternative 2 and Alternative 3 are longest route & passing through CRZ-I & II area. However, Alternative 1 which is shortest possible route passing though non-CRZ area can be used for laying the HT Network by augmentation.



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DECISION:

In the light of above, the Authority after deliberation decided to reject the current proposal for alternative-3. Further, Authority noted that laying of underground cable by using Horizontal Directional Drilling (HDD) method by taking shortest possible route as per alternative-1 as is already available in non CRZ area.

Therefore, alternative-1 is recommended from CRZ point of view under CRZ Notification, 2019 to concerned planning authority subject to following conditions:

1. PP to strictly ensure that laying of underground cable in non CRZ areas only.
2. PP to ensure that during construction and operation phase, ecologically sensitive features like mangroves if any, should not be cut/ damaged for the project. If the proposed activities are in 50 m mangrove buffer zone, prior High Court permission should be obtained, as per order dated 17th September, 2018 in PIL 87/2006.
3. Debris generated during the construction activity should not be dumped in CRZ area. It should be ensured that debris is processed in a scientific manner at a designated site.
4. The Project proponent should be effectively implement the mitigation measure and Environment Management Plan during construction and operation phase of the project.
5. All other required permission from different statutory authorities should be obtained before starting the work at the site.



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Item No. 18: Proposed redevelopment of the existing residential building on plot bearing C.T.S. no. C/695 & C/696(pt.) of village Bandra-C, at junction of Carter Road and Perry Road, Bandra (west), Mumbai by M/s JGB Builders LLP

INTRODUCTION:

The Consultant presented the proposal before the Authority. The proposal for redevelopment of the existing residential building on plot bearing C.T.S. no. C/695 & C/696(pt.) of village Bandra-C, at junction of Carter Road and Perry Road, Bandra (west), Mumbai

The existing building known as "Empire Kismet CHSL", is of Ground Floor 1st to 6th Upper Floor structure is standing on site and no work has yet been started on site

The proposal is for re development of existing building as per DCPR 2034 by proposing residential building comprising of Single Part basement Ground floor 1st to 4th floor for parking Girder Beam level 5th floor as amenity floor 1st to 8th upper residential floors service floor 9th to 13th upper residential floors with total height of 69.99 mtrs upto terrace floor.

The plans are proposed in lieu of plot potential setback advantage 0.50 additional Govt FSI by paying premium 1.00 admissible TDR inclusive of incentive FSI and protected development FSI Fungible Compensatory area and by claiming staircase, lifts lifts lobbies free of FSI as per DCPR 2034 upto 18.01.2019 i.e publication of CRZ Notification, 2019.

Plot area is 1663.90 Sqm, Proposed FSI area is 5528.18 sqm, Non FSI area 8481.82 and Total Construction area is 14010.00 Sqm

As per MCGM remarks, the plot is situated in Residential Zone and not reserved for public purpose as per DP remarks of 2034. The plot falls in CRZ II area and situated on landward side of existing road.

DELIBERATIONS:

The Authority noted that the PP has submitted the CRZ map in 1:4000 scale & report prepared by IRS, Chennai. As per CRZ map, project site falls in CRZ II and landwards side of existing road as per approved CZMP 2019. The site is beyond 50 m mangrove buffer zone.


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As per Para 5.2(iii) of the CRZ Notification, 2019:

"Reconstruction of authorised buildings shall be permitted, without change in present land use, subject to the local town and country planning regulations as applicable from time to time, and the norms for the Floor Space Index or Floor Area Ratio, prevailing as on the date of publication of this notification in the official Gazette .."

As per Para 5.2(v) of the CRZ Notification, 2019:

"Development of vacant plots in designated areas for construction of beach resorts or hotels or tourism development projects subject to the conditions or guidelines at Annexure-III to this notification"

The Authority noted that proposed reconstruction of building in CRZ II area is permissible subject to FSI as per Town and Country planning regulations existed as on date of the CRZ Notification, 2019 i.e. 18th January, 2019. MCGM should strictly ensure that the proposed construction is within the limit of permissible FSI as per DCR existed as on 18th January, 2019.

DECISION:

After deliberation, the Authority decided to recommend the proposal from CRZ point of view under CRZ Notification, 2019 to concerned planning Authority subject to compliance of following conditions:

1. The proposed reconstruction should be carried out strictly as per the provisions of CRZ Notification, 2019 (as amended from time to time) and guidelines/ clarifications given by MoEF from time to time.
2. MCGM should strictly ensure that the proposed redevelopment is within the limit of permissible FSI as per Town and Country planning regulations existed as on 18th January, 2019 before issuing commencement certificate to the project.
3. MCGM should strictly ensure that no construction should be carried out in CRZ-IA (50 m mangrove buffer zone), Prior High Court permission should be obtained, as per order dated 17th September, 2018 in PIL 87/2006 before starting work at the site.
4. Debris generated during the project activity should not be dumped in CRZ area. It should be processed scientifically at a designated place, as per MSW Rules, 2016.
5. Solid waste generated should be properly collected and segregated. Dry/ inert solid waste should be disposed of to the approved site for land filling after recovering recyclable materials.



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6. Safe disposal of the wastewater should be ensured.
7. All other required permission from different statutory authorities including Fire NOC / structural stability / Civil Aviation NOC or CCZM certificate should be obtained before starting construction at the site shall be ensured by Urban Local Body.



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Item No. 22: Proposed 2Africa Submarine Cable System and Construction of Beach Manhole at CTS. No. 1276 Versova Village, K/W Ward Mumbai by M/s Bharti Airtel Limited

INTRODUCTION:

The representative of M/s Bharti Airtel Limited presented the proposal before the Authority. The proposal is for laying 2Africa Submarine Cable System and Construction of Beach Manhole at CTS. No. 1276 Versova Village, K/W Ward Mumbai.

2Africa Pearls, connects three continents — Africa, Europe, and Asia. This extension will bring the total length of the 2Africa cable system to more than 45,000 km, making it the longest subsea cable system ever deployed.

The Mumbai landing will require the construction of a new Beach Manhole of size 3.0m x 2.0m x 2.0m. This cable will then be taken underground to the cable landing station (CLS) for distribution. 2Africa cable landing station will be at plot bearing CTS No.9B/1 Adarsh Nagar, Beheram Baug, link Road, Jogeshwari (West), Mumbai.

DELIBERATIONS:

The Authority noted that the PP has submitted CRZ map in 1:4000 scale & report prepared by IRS, Chennai as per approved CZMP 2019. As per the said CRZ map, proposed cable falls in CRZ IB and CRZ IVA area.

The PP has submitted EIA report prepared by M/s. EQMS India Pvt Ltd (Nabet Accredited Consultant). The Consultant during the meeting presented that the environmental assessment does indicate some potential for limited environmental and social impacts to habitats, flora, fauna, water quality and human health and safety. The potential is reduced through the implementation of standard mitigation measures and industry best practices, none of which are excessive in cost. The Authority noted the impact of the activity and mitigation measures as proposed in the EIA report.

Expert Members raised concerns pertaining to impact of cable on marine environment. The consultant presented that optical cable is proposed to lay at required minimum depth below the seabed, using modern engineering techniques, taking all precautions to mitigate its impact on marine environment.

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Expert Members instructed PP that deep burial of cable near the coast should be ascertained through survey. Post implementation survey report should be submitted. Further, the Authority instructed the PP that Beach Man Hole (3 mx 2m x 2m) should not be visible on the beach.

The Authority noted further noted that as per para 5.1.2 of CRZ Notification, 2019 Activities shall be regulated or permissible in the CRZ-I B areas as under, (xv) Pipelines, conveying systems including transmission lines.

As per para 5.2 CRZ-II of CRZ Notification, 2019, (i) Activities as permitted in CRZ-I B, shall also be permissible in CRZ-II, in so far as applicable.

As per para 5.4 CRZ-IV of CRZ Notification, 2019, Activities shall be permitted and regulated in the CRZ IV areas as under- (xiii) Pipelines, conveying systems including transmission lines.

As per para 7(iii) of the CRZ Notification, 2019, *"For all other permissible and regulated activities as per this notification, which fall purely in CRZ-II and CRZ-III areas, the CRZ clearance shall be considered by the concerned Coastal Zone Management Authority and such projects in CRZ -II and III, which also happen to be traversing through CRZ-I or CRZ-IV areas or both, CRZ clearance shall, however be considered only by the Ministry of Environment, Forest and Climate Change, based on recommendations of the concerned Coastal Zone Management Authority"*

DECISION:

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 to following conditions:

1. The proposed construction should be carried out strictly as per the provisions of CRZ Notification, 2019 (as amended from time to time) and guidelines/ clarifications given by MoEF from time to time.
2. Laying of optical cable in the sea should be with minimum interference with tidal water flow, so that free flow of tidal water is not obstructed.
3. Deep burial of cable near the coast should be ascertained through survey. Post implementation survey report should be submitted.
4. Beach Man Hole should not be visible on the beach.
5. All adequate measures / technology should be implemented to discharge of the concentrated saline brine in sea water in order to ensure



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sufficient diffusion. This is vital for mitigating the impact on marine environment.

6. PP to ensure that during construction and operation phase, ecologically sensitive features like mangroves if any, should not be cut/ damaged for the project. If the proposed activities are in 50 m mangrove buffer zone, prior High Court permission should be obtained, as per order dated 17th September, 2018 in PIL 87/2006.
7. PP to strictly ensure that activities of local fisherman communities should not be hampered due to the proposed project.
8. Debris generated during the construction activity should not be dumped in CRZ area. It should be ensured that debris is processed in a scientific manner at a designated site.
9. The Project proponent should ~~be~~ effectively implement the mitigation measure and Environment Management Plan during construction and operation phase of the project.
10. All other required permission from different statutory authorities should be obtained before starting the work at the site.



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Item No. 23: Proposed SMW6 Submarine Cable System and Construction of Beach Man Hole At CTS No. 1276 Versova Village, K/W Ward Mumbai by M/s Bharti Airtel Limited

INTRODUCTION:

The representative of M/s Bharti Airtel Limited presented the proposal before the Authority. The proposal is for laying SMW6 Submarine Cable System and construction of Beach Man Hole at CTS No. 1276 Versova Village, K/W Ward Mumbai.

The Mumbai landing will require the construction of a new Beach Manhole of size 3.0m x 2.0m x 2.0m. This cable will then be taken underground to the cable landing station (CLS) for distribution. SMW-6 cable landing station will be at Plot Bearing CTS No.9B/1 Adarsh Nagar, Beheram Baug, link Road, Jogeshwari (West), Mumbai. The CLS is a one to two room structure required for housing the machinery and equipment for the telecommunication system including the cables.

A new 19,200 km undersea cable system connecting Southeast Asia, the Middle East, and Western Europe. The SEA-ME-WE 6 cable system consists of three segments, 1) an undersea segment from Tuas (Singapore) to Ras Ghareb (Egypt), 2) a terrestrial segment from Ras Ghareb (Egypt) to Port Said (Egypt), and 3) another undersea segment from Port Said (Egypt) to Marseilles (France)

DELIBERATIONS:

The Authority noted that the PP has submitted CRZ map in 1:4000 scale & report prepared by IRS, Chennai as per approved CZMP 2019. As per the said CRZ map, proposed cable falls in CRZ IB and CRZ IVA area.

The PP has submitted EIA report prepared by M/s. EQMS India Pvt Ltd (Nabet Accredited Consultant). During the meeting, the consultant presented that environmental assessment does indicate some potential for limited environmental and social impacts to habitats, flora, fauna, water quality and human health and safety. The potential is reduced through the implementation of standard mitigation measures and industry best practices, none of which are excessive in cost. The Authority noted the impact of the activity and mitigation measures as proposed in the EIA report.



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Expert Members raised concerns pertaining to impact of cable on marine environment. The consultant presented that optical cable is proposed to lay at required minimum depth below the seabed, using modern engineering techniques, taking all precautions to mitigate its impact on marine environment.

Expert Members instructed PP that deep burial of cable near the coast should be ascertained through survey. Post implementation survey report should be submitted. Further, the Authority instructed the PP that Beach Man Hole (3 m x 2m x 2m) should not be visible on the beach.

The Authority noted further noted that as per para 5.1.2 of CRZ Notification, 2019 Activities shall be regulated or permissible in the CRZ-I B areas as under, (xv) Pipelines, conveying systems including transmission lines.

As per para 5.2 CRZ-II of CRZ Notification, 2019, (i) Activities as permitted in CRZ-I B, shall also be permissible in CRZ-II, in so far as applicable.

As per para 5.4 CRZ-IV of CRZ Notification, 2019, Activities shall be permitted and regulated in the CRZ IV areas as under- (xiii) Pipelines, conveying systems including transmission lines.

As per para 7(iii) of CRZ Notification, 2019, "For all other permissible and regulated activities as per this notification, which fall purely in CRZ-II and CRZ-III areas, the CRZ clearance shall be considered by the concerned Coastal Zone Management Authority and such projects in CRZ -II and III, which also happen to be traversing through CRZ-I or CRZ-IV areas or both, CRZ clearance shall, however be considered only by the Ministry of Environment, Forest and Climate Change, based on recommendations of the concerned Coastal Zone Management Authority"

DECISION:

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 to following conditions:

1. The proposed construction should be carried out strictly as per the provisions of CRZ Notification, 2019 (as amended from time to time) and guidelines/ clarifications given by MoEF from time to time.
2. Laying of optical cable in the sea should be with minimum interference with tidal water flow, so that free flow of tidal water is not obstructed.



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3. Deep burial of cable near the coast should be ascertained through survey. Post implementation survey report should be submitted.
4. Beach Man Hole should not be visible on the beach.
5. All adequate measures / technology should be implemented to discharge of the concentrated saline brine in sea water in order to ensure sufficient diffusion. This is vital for mitigating the impact on marine environment.
6. PP to ensure that during construction and operation phase, ecologically sensitive features like mangroves if any, should not be cut/ damaged for the project. If the proposed activities are in 50 m mangrove buffer zone, prior High Court permission should be obtained, as per order dated 17th September, 2018 in PIL 87/2006.
7. PP to strictly ensure that activities of local fisherman communities should not be hampered due to the proposed project.
8. Debris generated during the construction activity should not be dumped in CRZ area. It should be ensured that debris is processed in a scientific manner at a designated site.
9. The Project proponent should ~~be~~ effectively implement the mitigation measure and Environment Management Plan during construction and operation phase of the project.
10. All other required permission from different statutory authorities should be obtained before starting the work at the site.

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Item No.24: Proposed construction of Multipurpose jetty Terminal at village Targhar in Panvel Creek by M/s Famous Dredging Corporation

INTRODUCTION:

The Consultant presented the proposal before the Authority. The proposal is for construction of Multipurpose Jetty at Panvel Creek, Targhar village, Raigad District.

The proposed approach cum berthing jetty will be constructed perpendicular to the shore line. The size of the jetty in the initial stage is proposed as 25.00 m long and 15.00 wide which will be extended to 55.0 m perpendicular / parallel to the shore line in stages.

The total area of storage yard in the initial stages will be about 2.5 acres which will be increased to about 4.0 acres in future. The storage yard will be used for stacking of cargo till it is transported to their destination or for outgoing cargo till it is loaded into barges for transporting to mother vessel.

Major activities that would be involved in the construction / operation stages of the proposed jetty are as follows:

- Piling for construction of jetty
- Levelling or filling for operational area
- construction of approach road
- stacking of materials
- Transportation of materials.

S. No.	Proposed facilities	Approximate area (m2)
1	Main Berth	825.00
2	Slipway	2400.00 (partly under water)
3	Approach	825.00
4	Bulk Cargo	639.91
5	Break Bulk cargo	787.80
6	Other cargo	645.65
7	Working area	1192.08
8	Fabrication area	1201.03
9	General storage	894.78
10	Admin Block	821.65


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11	Parking area	557.95
12	Road Area	1917.13
13	Green Belt area	5015.36
	Total area	15000.00

1. The proposed multipurpose jetty is meant for handling domestic non-hazardous cargo such as bulk, break bulk, container and other cargo with projected throughput of 1.50 lacs TPA in the initial years to about 10 Lakhs TPA or more in the later years.

Sr No.	Particulars	Quantity (In lakhs tons)
1	Steel coils	2.00
2	Bulk Cement / Bagged cement	3.00
3	Silica Sand	1.00
4	Coarse Aggregate / Fine Aggregate	3.00
5	Other cargo	1.00
	Total	10.00

2. The infrastructure plan consists of a main berth about 200 m away from shoreline connected by approach trestle connecting to the shoreline for cargo handling. It is proposed to provide storage area for bulk, container and general cargo along with area for administrative block and utility services for multipurpose jetty and workshop, repair/ building bay, stores and utility areas for jetty operations.

As per project layout superimposed on the approved CZMP, the project site is situated in CRZ IV B and CRZ II area.

The PP has submitted the EIA / EMP report prepared by M/s UltraTech (Nabet Accredited). As per the EIA report, there are no mangroves within the project site and in the vicinity upto 0.3 km. No Mangroves will be cut during project implementation and utmost care will be taken to conserve them.

DELIBERATIONS:

The Authority noted that the MCZMA in its 159th meeting held on 28.06.2022 sought following information:

1. Study report of the CWPRS regarding impact of the project activities on flow of the creek water.


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2. Report / Remarks from the Commissioner, Fisheries about the impact of the project activities on local fishing and local fisherfolks.
3. Total area of reclamation and explore other possible alternatives in order to minimize the reclamation in the creek water
4. EIA report states that Nhava - Sheva mudflats, a designated important Bird Area of Maharashtra is present at the fringe of the study area boundary. In view of this, impact of the project activities on mudflats and designated bird site.

M/s Famous Dredging Corporation vide letter dated 12.06.2023 submitted the following documents in the matter:

1. Hydrodynamic modelling report prepared by CWPRS, Pune
2. NOC from Commissioner of Fisheries
3. Impact Assessment on Mudflats and Important Bird Areas
4. Impact of reclamation studies by CWPRS

The Authority noted that the CWPRS report states that the flow hydrodynamics studies carried out for the proposed development of jetty terminal reveal that current strength at berth face of the jetty with 4.0 acres of reclamation will be about 0.73 m/ with direction of 24 degree N during flood tide and about 0.94 m/s with direction of 196 degree N during ebb tide. Thus jetty face needs to be aligned at 20 degree N instead of 24 degree N proposed by consultant. CWPRS report further concluded that, the impact of proposed development (reclamation) on water level in the nearby area is insignificant (variation less than 1.0 cm) while there is marginal variation (increase) is observed in average current strengths (variation less than 3 cm/s) for both Scenario-I & Scenario-II. Thus, it may be concluded that there will be practically no impact of proposed development of jetty terminal by M/s Famous Dredging Corporation on the overall flow field of Panvel Creek.

The Authority further noted that PP has submitted the report stating the impact on Birds due to MTHL project. During the meeting, the Consultant informed that the current project is in the vicinity of the MTHL, hence same report has been submitted.

Dr. Rithe, Member from BNHS expressed that the project specific report on impact Assessment on Important Bird Areas needs to be submitted by the PP. The Authority also observed the same.



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DECISION:

In the light of above, the Authority after deliberation decided to defer the matter for submission of site specific report on impact Assessment on Important Bird Areas.



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Item No.25: Proposed development of Multipurpose jetty terminal in Panvel creek near village Targhat, Tal. Panvel, Dist. Raigad by M/s. Shree Saibaba Dredging Company Pvt Ltd

INTRODUCTION:

The Consultant presented the proposal before the Authority. The proposal is for development of a multipurpose jetty in phases, at village Targhar, Tal: Panvel, District Raigad to handle all types of cargo such as bulk, break bulk, container and liquid. The site lies between Latitude 10 0 6.54 N and 10 0 6.74 N and Longitude 73 2 0.40 E and 73 2 1.20 E.

The proposed port is planned to handle cargo of about 1.00 lacs tonnes per year in the initial years which will get increased to about 2 to 3 lacs tonnes per year in future. Further expansion with additional cargo demand will be considered in future as per demand

The proposed berthing jetty will be constructed partly parallel and partly perpendicular to the shore line. The size of the berthing jetty in the initial stage is proposed as 35.00 m long and 15.00 m wide which will be extended to 100 meter parallel to the shore line in stages.

The total area of storage yard in the initial stages will be about 2.5 Acres that will be increased to about 6.0 Acres in future. Storage Yard will be used for stacking of cargo till it is transported to their destination or for outgoing cargo till it is loaded into barges for transporting to mother vessel.

It is proposed to provide storage area for bulk, container and general cargo.

- Bulk cargo - 3000 Sqm
- Other cargo- 3000 Sqm
- Break bulk cargo= 2500 Sqm

As per the approved CZMP, the project site is situated in CRZ IVB, CRZ IA and CRZ II area

The PP has submitted the EIA / EMP report prepared by M/s UitaTech (Nabet Accredited). As per the EIA report, Panvel creek is tidal influenced and flows into the arabian sea which is adjacent to the project site. Patch of mangrove Avicina Marina area present abutting to the project site. No mangrove will be cut during project activity and utmost care will be taken to conserve them. The designated fishing grounds area located nearly 10 to 15 km away from proposed



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development. However, some local fishermen catch the fishes at Moha (Koliwada) which is 2 km from project site.

DELIBERATIONS:

The Authority noted that the MCZMA in its 159th meeting held on 28.06.2022 sought following information:


1. Study report of the CWPRS regarding impact of the project activities on flow of the creek water.
2. Report / Remarks from the Commissioner, Fisheries about the impact of the project activities on local fishing and local fisherfolks.
3. Total area of reclamation and explore other possible alternatives in order to minimize the reclamation in the creek water
4. Impact of the project activities on mudflats and designated bird site.
5. As per the EIA report, Panvel creek is tidal influenced and flows into the Arabian Sea which is adjacent to the project site. Patch of mangrove Avicina Marina area present abutting to the project site. Area of mangrove vegetation affected due to project activities.

Accordingly, the PP vide letter dated 12.06.2023 submitted the following information in the matter:

1. Hydrodynamic modelling report prepared by CWPRS, Pune
2. NOC from Commissioner of Fisheries
3. Impact Assessment on Mudflats and Important Bird Areas
4. Impact of reclamation studies by CWPRS
5. Impact on mangroves

The Authority noted that CWPRS report states that it is advisable to provide the strong mooring arrangements to berth the vessel safely at northern end (50 m portion) of the jetty face. CWPRS report further concluded that, the impact of proposed development (reclamation) on water level in the nearby area is insignificant (variation less than 1.0 cm) while there is marginal variation (increase) is observed in average current strengths (variation less than 3 cm/s) for both Scenario-I & Scenario-II. Thus, it may be concluded that there will be practically no impact of proposed development of jetty terminal by M/s Famous Dredging Corporation on the overall flow field of Panvel Creek.

The PP has mentioned that as per the EIA report, Panvel creek is tidal influenced and flows into the Arabian sea which adjacent to the project site. Patch of mangrove Avicina area present abutting to the project site area of mangrove vegetation affected due to project activities.


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The Authority further noted that PP has submitted the report stating the impact on Birds due to MTHL project. During the meeting, the Consultant informed that the current project is in the vicinity of the MTHL, hence same report has been submitted.

Dr. Rithe, Member from BNHS expressed that the project specific report on impact Assessment on Important Bird Areas needs to be submitted by the PP. The Authority also observed the same.

DECISION:

In the light of above, the Authority after deliberation decided to defer the matter for submission of site specific report on impact Assessment on Important Bird Areas.


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Item No.26: Proposed redevelopment on property bearing CTS No. D/519 (pt), D/520 (pt), D/906 (pt) & D/907 (pt) of village Danda at Govind Patil Marg, Khar (W), Mumbai by Shri. A. H. Rizvi

INTRODUCTION:

The Consultant presented the proposal before the Authority. The proposal is for redevelopment on property bearing CTS No. D/519 (pt), D/520 (pt), D/906 (pt) & D/907 (pt) of village Danda at Govind Patil Marg, Khar (W), Mumbai.

As per MCGM remarks, the plot falls in CRZ II area and situated on landward side of existing road. The plot is situated in Residential Zone and not reserved for public purpose as per DP remarks of 2034

Considering the MCGM remarks, it was noted that, the building plans have been approved in the year 1994 and CRZ clearance was obtained in the year 1996, as per procedure at the relevant time. Commencement certificate was issued in the year 1996. Further, plans were then amended on 20.03.2003. Presently, on site, ground floor is completed. Now, the PP is seeking the CRZ clearance for the proposed 1st to 12th floor on the completed ground floor structure.

Plot area - 3146.69 Sqm, BUA proposed (FSI)- 3226.24 Sqm, Non FSI area is 588.61 Sqm and Total Construction area - 3814.85 Sqm

DELIBERATIONS:

During the meeting consultant presented that, earlier the building plans & IOD have been approved on 21.7.1994. Further, during the plan approval, CRZ point was considered by MC, MCGM on 17.1.1996, as per procedure at the relevant time. Commencement certificate was issued on 24.9.1996. The PP has amended the plans on 20.3.2003. At present, ground floor is completed on site. The PP & Consultant during the presentation informed that the work was standstill due to legal & tenant issues involved in the scheme. Now, the PP is seeking the CRZ clearance for proposed 1st to 12th floor on the said ground floor structure. The Consultant confirmed that the proposed construction on the site is entirely in CRZ II area and situated on landward side of the existing roads and within the FSI permissible as per the town & country planning regulations, in accordance with provisions of CRZ Notification, 2019.

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The Authority noted that the PP has submitted the CRZ map in 1:4000 scale prepared by IRS, Chennai as per approved CZMP, 2019. As per the said map, the site falls in CRZ II area and situated on landward side of the existing road.

As per Para 5.2(ii) and (iii) of the CRZ Notification, 2019,

"Construction of buildings for residential purposes, schools, hospitals, institutions, offices, public places, etc. shall be permitted only on the landward side of the existing road, or on the landward side of existing authorised fixed structures: Provided that no permission for construction of buildings shall be given on landward side of any new roads which are constructed on the seaward side of an existing road".

"Reconstruction of authorised buildings shall be permitted, without change in present land use, subject to the local town and country planning regulations as applicable from time to time, and the norms for the Floor Space Index or Floor Area Ratio, prevailing as on the date of publication of this notification in the official Gazette .."

The Authority noted that proposed reconstruction of building in CRZ II area is permissible subject to FSI as per Town and Country planning regulations existed as on date of the CRZ Notification, 2019 i.e. 18th January, 2019. MCGM should strictly ensure that the proposed construction is within the limit of permissible FSI as per DCR existed as on 18th January, 2019.

DECISION:

After deliberation, the Authority decided to recommend the proposal from CRZ point of view under CRZ Notification, 2019 to concerned planning Authority subject to compliance of following conditions:

1. The proposed reconstruction should be carried out strictly as per the provisions of CRZ Notification, 2019 (as amended from time to time) and guidelines/ clarifications given by MoEF&CC from time to time.
2. MCGM should strictly ensure that the proposed redevelopment is within the limit of permissible FSI as per Town and Country planning regulations existed as on 18th January, 2019 before issuing commencement certificate to the project.
3. Debris generated during the project activity should not be dumped in CRZ area. It should be processed scientifically at a designated place, as per MSW Rules, 2016.



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4. Solid waste generated should be properly collected and segregated. Dry/ inert solid waste should be disposed of to the approved site for land filling after recovering recyclable materials.
5. Safe disposal of the wastewater should be ensured.
6. All other required permission from different statutory authorities including Fire NOC / structural stability / Civil Aviation NOC or CCZM certificate should be obtained before starting construction at the site shall be ensured by Urban Local Body.



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Item No. 27: Proposed slum rehabilitation scheme on "Om Sai Shraddha CHS" on plot bearing CTS no. 1075 & adjoining road of village Versova, Tal. Andheri, Mumbai by M/s. Lashkaria Housing & Infrastructure Pvt. Ltd.

INTRODUCTION:

The Consultant presented the proposal before the Authority. The proposal is for slum rehabilitation scheme on "Om Sai Shraddha CHS" on plot bearing CTS no. 1075 & adjoining road of village Versova, Tal. Andheri, Mumbai.

The LOI for the scheme u/r has been sanctioned on 29.07.2022 the SRA aimed at proposed slum rehabilitation scheme under Reg. 33(10) of DCPR-2034 for sanctioned FSI of 5.41 and with compensatory fungible FSI upto 35 % over and above admissible FSI / BUA as applicable under Reg. 31 (3) of DCPR-2034. The FSI sanctioned is as per the prevailing regulation under DCPR-2034 as on dated of publication of CRZ Notification, 2019. Various concessions required for approval of plans of the proposed building have been approved by SRA vide dated 20.07.2022.

The details of the buildings under SRA scheme are as follows-

Proposed Building	Planning as per LOI	Planning as per IOA
Rehab Wing	Basement (pt.) + Gr / Stilt + 1 st to 28 th (pt) floor having height 85.00 mtr.	Basement (pt.) + Gr / Stilt + 1 st to 28 th (pt) floor having height 85.00 mtr.
Sale Building	1 st to 3 rd Basement + Gr/Stilt + 1 st to 4 th podium + 5 th amenity floor + 1 st to 25 th part Sale Residential floor having height 99.20 mtr.	1 st to 3 rd Basement + Gr/Stilt + 1 st to 4 th podium + 5 th amenity floor + 1 st to 21 st part Sale Residential floor having height 73.60 mtr.

The SRA mentions that, as per DP-2034, the plot u/r is situated in Residential Zone and is not affected by any reservation.

DELIBERATIONS:


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The Authority noted that the PP has submitted CRZ map in 1:4000 scale & report prepared by IRS, Chennai as per approved CZMP, 2019. As per IRS report:

Sr. No.	CRZ Classification	Area in sqm
1	CRZ- II	5228.55
2	NDZ Within CRZ-II	89.48
3	Total	5318.03

The IRS report also mentions that an imaginary line parallel to HTL of Arabian Sea passing through the seaward corner of the existing buildings is indicated on the CRZ map for reference. The existence of building before 1991 is to be ascertained with appropriate authority.


The Authority noted that the CRZ Notification, 2019 is silent on the permissibility of the SRA scheme as redevelopment schemes in CRZ II areas. Accordingly, on directions from the MoEF&CC, New Delhi, the State Government has sent the proposal to allow the SRA schemes in CRZ II areas. The MoEF&CC is in siege of the matter.

However, meanwhile, the in certain matters, the Mumbai High Court has passed an order dated 20th October, 2022 in WP (L) No. 32454/2022 (Akshay Sthapatya Pvt Ltd V/s Union of India & Ors) wherein the Hon'ble High Court has directed the MCZMA to appraise slum rehabilitation project on the subject plot by applying Regulation 5.2 (ii) and (iii) of the CRZ 2019 Notification and applicable laws within a time bound manner and disregarding the clarification sought by the MCZMA. The said orders were pertaining to SRA schemes falling in CRZ II area and situated on landward side of existing road.

Further, the Authority noted that, on above said High Court matter, opinion of Hon. Advocate General (AG) was sought, in the light of provisions of CRZ Notification, 2019. The Hon. AG provided the opinion in the matter.

Accordingly, taking into account the orders of the Hon'ble High Court, the MCZMA, in accordance with para 5.2(ii) and 5.2(iii) of CRZ Notification, 2019, has granted CRZ recommendations to certain SRA projects which are situated in CRZ II area and located in landward side of existing road.

The Authority noted that in the instant matter of SRA scheme, the Hon'ble High Court in WP(L) No. 28952 /2023) Lashkaria Housing and infrastructure Pvt Ltd vs Union of India & Ors) has passed an order dated 30th November, 2023, as per which,


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"The Maharashtra Coastal Zone Management Authority ("MCZMA") is required to urgently take up the matter of appraisal of the Petitioner Slum Rehabilitation Scheme at the earliest possible and to pass an appropriate order or take appropriate decision thereof in accordance inter alia with Regulation 5.2 (ii) and (iii) of the Coastal Regulation Zone ("CRZ") Notification, 2019 read with latest Coastal Zone Management Plan ("CZMP")..."

The Authority noted the para 5.2 (ii) and (iii) of the CRZ Notification, 2019 which are reproduced as follows:

(ii) Construction of buildings for residential purposes, schools, hospitals, institutions, offices, public places, etc. shall be permitted only on the landward side of the existing road, or on the landward side of existing authorized fixed structures

(iii) Buildings permitted as in (ii) above, shall be subject to the local town and country planning regulations as applicable from time to time, and the norms for the Floor Space Index (FSI) or Floor Area Ratio (FAR) prevailing as on the date of this Notification...."

The Authority noted that the above said para 5.2(ii) and 5.2(iii) of CRZ Notification, 2019, is applicable to development on landward side of existing road or existing authorized structure.

The Authority from the google image and approved CZMP, 2019/ CRZ map of IRS, observed that that in the instant case, the SRA scheme under reference is situated in CRZ II & CRZ II (NDZ) area and situated on seaward side of existing road & existing authorized structure. However, the SRA remarks mentions that the site is situated on landward side of existing authorized structure. The Authority observed that the said remarks of the SRA appears to be no factual. Further, Concept of imaginary line as mentioned in the IRS, Chennai report finds no mention in para 5.2 (ii) and (iii) of CRZ Notification, 2019.

The Authority observed that remarks of the SRA is appears not to be in consonance with CZMP & google image, hence, it was felt that site visit may be carried out in the matter to ascertain the location of the site from CRZ point of view.

DECISION:

Therefore, in the light of above, the Authority after deliberation decided that a site visit to be carried out by the team of officials from SRA and expert Member from MCZMA on 27th December, 2023 and report to be submitted with


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respect to location of the site from CRZ point of view in the light of para 5.2(ii) & (iii) of CRZ Notification, 2019. The said report shall be submitted to the Authority within 2 days thereafter i.e. 29th December, 2023. On receipt of said report, the Authority shall consider the matter immediately for further appropriate decision in the matter.



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Item No. 28: Construction of residential building on land bearing plot no. 79, Sector 18, Kharghar, Navi Mumbai

INTRODUCTION:

The Authority noted that the matter pertains to grant of Occupation Certificate to Construction of residential building on land bearing plot no. 79, Sector 18, Kharghar, Navi Mumbai.

The Managing Director, CIDCO has forwarded the application dated 15.09.2023 for Construction of residential building on land bearing plot no. 79, Sector 18, Kharghar, Navi Mumbai as per SOP prepared based on the clarification dated 14th March, 2022 issued by the MoEF&CC, Delhi.

DELIBERATIONS:

The Authority noted that The Managing Director, CIDCO has forwarded the application dated 15.09.2023 as per SOP prepared based on the clarification dated 14th March, 2022 issued by the MoEF&CC, Delhi. As per the said application:

The MD, CIDCO vide letter dated 15.09.2023 sent following information, in tabular format:

Project details			Date of Commencement certificate issued by Planning Authority	CRZ status as per approved CZMP, as per CRZ Notification, 1991 (map enclosed)	CRZ status as per approved CZMP under CRZ Notification, 2011 (map enclosed)	Whether site is situated within 50 m mangrove buffer zone area
Node	Sector No.	Plot No.				
Kharghar	18	79	18/12/2017	Not affected	CRZ-II	No
Type of development			Residential (12.5% Scheme)			


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The Authority noted that the MoEF&CC, New Delhi vide letter dated 14th March, 2022 sent a clarification to MCZMA, regarding ongoing projects which were not in CRZ as per old approved CZMP under the CRZ Notification, 1991 and now falling within the CRZ areas as per the approved CZMP under the CRZ Notification, 2011

The clarification letter of MoEF&CC, New Delhi reads as follows:

1. This has reference to your letter no. MCZMA-2020/CR-26/TC-4 dated 18th November, 2020 and meetings held with the Ministry on 13th January, 2021 and 26th November, 2021 respectively along with City Industrial Development Corporation (CIDCO) and Navi Mumbai Builders Development Association (NMBDA) regarding issues related to ongoing projects which were not in Coastal Regulation Zone (CRZ) as per old approved Coastal Zone Management Plan (CZMP) under the CRZ Notification, 1991 and now falling within the CRZ areas as per the approved CZMP under the CRZ Notification, 2011.
2. As you are aware, the Ministry issued the CRZ Notification, 2011 vide S.O. No. 19(E), dated 6th January, 2011 in supersession of the CRZ Notification, 1991. As per the said notification, all the State Government and UT Coastal Zone Management Authority (CZMP) are required to prepare the CZMPs as per provisions of the CRZ Notification, 2011 and get approved by the MoEF&CC. Further, as per the Notification vide S.O. 621(E) dated 31st July, 2017, the validity of CZMPs approved under the CRZ Notification, 1991 was extended till 31st July, 2018 for consideration of the proposal for CRZ clearance under the CRZ Notification, 2011
3. In view of the above, it is to clarify that the CZMPs approved under the CRZ Notification, 1991 shall be considered valid till 31st July, 2018 and the same shall be taken into cognizance for approval of the projects. Thereafter, the projects shall be considered for CRZ clearance as per the CZMP prepared and approved in accordance with the CRZ Notification, 2011 or 2019, as the case may be.
4. It is to further clarify that for the projects not falling in the CRZ area as per the CZMPs approved under the CRZ Notification, 1991 but covered under CZMP prepared under the CRZ Notification, 2011 following procedure may be adopted:-
 - i. The MCZMA shall certify that the proposal for which Commencement Certificate (CC) were issued before the cut-off date of validity of CZMPs approved under the CRZ Notification, 1991, is as per the CZMPs approved under the said notification and


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shall forward its recommendation to the concerned authority for Occupation Certificate (OC), as applicable.

- ii. The CIDCO/ concerned regulatory authority shall certify that the proposals for which Commencement Certificate were issued before the cut-off date of validity of CZMPs approved under the CRZ Notification, 1991 as mentioned in Para 3 above, was as per extant building development norms in place, at that time for sanction for such projects.*
- iii. For all other projects, CZMPs approved in accordance with the CRZ Notification, 2011 or CRZ Notification 2019, as the case may be, shall be applicable.*
- iv. All the infrastructure projects shall be considered by the MCZMA as per the extant norms.*

The Authority observed that the application sent by the CIDCO is in consonance with the SOP of the MCZMA and in accordance with the MoEF&CC clarification dated 14th March, 2022. Hence, the Authority felt that that the matter could be recommended from CRZ point of view

DECISION

In the light of above, the Authority after deliberation decided to recommend the matter to Planning Authority for grant of OC for the construction of residential building on land plot no. 79, Sector 18, Kharghar, Navi Mumbai


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Item No.31: Demolition of existing building known as Popular Press Building 7 Bayside mall in the land bearing CS No. 1A/408, 1A/408 & 1/408 at Tardeo Division, D Ward Mumbai by M/s. AAA Holding Trust

The PP during the meeting informed that the matter is same as list at Sr No. 13, hence requested to delist the said matter. The Authority noted the same and agreed to delist the same.



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Item No.33: Regarding construction of residential building on land bearing plot no. 210, Sector 53 Dronagiri, Navi Mumbai by M/s Sun Corporation

INTRODUCTION:

The Project proponent presented the matter before the Authority. The PP presented that the matter pertains to grant of Occupation Certificate to the residential building on land bearing plot no. 210, Sector 53 Dronagiri, Navi Mumbai.

The PP presented that when the Planning Authority CIDCO sanctioned the building plans and issued commencement certificate, at that time, old approved CZMP under CRZ Notification, 1991, as per which, the site was outside CRZ area. The PP further stated that at the time of grant of OC by the CIDCO, CZMP under CRZ Notification, 2011 came into force as per which, the site partly in CRZ area. The site outside 50 m mangrove buffer zone. The PP further informed that the currently CZMP under CRZ Notification, 2019 is applicable as per which the site is again situated outside CRZ area.

The PP informed that Hon'ble High Court of Mumbai in WP 7869 of 2021 and IA no. 2532 of 2023 (M/s Sun corporation Vs Union of India & Ors passed an order dated 27th March, 2023 and directed CIDCO to submit proposal in the proper format and under the signature of competent authority. The said proposal shall be complete in all respects. The MCZMA shall thereafter considered the said proposal in the first meeting that would be held upon receipt of the proposal from the CIDCO and take a decision on the same.

The PP has submitted the application through MD, CIDCO as per the SOP of the MCZMA, in accordance with the clarification dated 14th March, 2022 issued by the MoEF&CC regarding such cases.

DELIBERATIONS:

The Authority noted that The Managing Director, CIDCO has forwarded the application dated 15.09.2023 as per SOP prepared based on the clarification dated 14th March, 2022 issued by the MoEF&CC, Delhi. As per the said application:


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Project details			Date of Commencemen t certificate issued by Planning Authority	CRZ status as per approved CZMP, as per CRZ Notification , 1991 (map enclosed)	CRZ status as per approved CZMP under CRZ Notification , 2011 (map enclosed)	Whether site is situated within 50 m mangrov e buffer zone area
Node	Sect or No.	Plot + No				
Dronagiri	53	210	08.03.2018	Not affected	II	No
Type of development			Residential (12.5% Scheme)			

The Authority noted that the MoEF&CC, New Delhi vide letter dated 14th March, 2022 sent a clarification to MCZMA, regarding ongoing projects which were not in CRZ as per old approved CZMP under the CRZ Notification, 1991 and now falling within the CRZ areas as per the approved CZMP under the CRZ Notification, 2011

The clarification letter of MoEF&CC, New Delhi reads as follows:

1. This has reference to your letter no. MCZMA-2020/CR-26/TC-4 dated 18th November, 2020 and meetings held with the Ministry on 13th January, 2021 and 26th November, 2021 respectively along with City Industrial Development Corporation (CIDCO) and Navi Mumbai Builders Development Association (NMBDA) regarding issues related to ongoing projects which were not in Coastal Regulation Zone (CRZ) as per old approved Coastal Zone Management Plan (CZMP) under the CRZ Notification, 1991 and now falling within the CRZ areas as per the approved CZMP under the CRZ Notification, 2011.
2. As you are aware, the Ministry issued the CRZ Notification, 2011 vide S.O. No. 19(E), dated 6th January, 2011 in supersession of the CRZ Notification, 1991. As per the said notification, all the State Government and UT Coastal Zone Management Authority (CZMP) are required to prepare the CZMPs as per provisions of the CRZ Notification, 2011 and get approved by the MoEF&CC. Further, as per the Notification vide S.O. 621(E) dated 31st July, 2017, the validity of CZMPs approved under the



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CRZ Notification, 1991 was extended till 31st July, 2018 for consideration of the proposal for CRZ clearance under the CRZ Notification, 2011

3. In view of the above, it is to clarify that the CZMPs approved under the CRZ Notification, 1991 shall be considered valid till 31st July, 2018 and the same shall be taken into cognizance for approval of the projects. Thereafter, the projects shall be considered for CRZ clearance as per the CZMP prepared and approved in accordance with the CRZ Notification, 2011 or 2019, as the case may be.
4. It is to further clarify that for the projects not falling in the CRZ area as per the CZMPs approved under the CRZ Notification, 1991 but covered under CZMP prepared under the CRZ Notification, 2011 following procedure may be adopted:-
 - i. The MCZMA shall certify that the proposal for which Commencement Certificate (CC) were issued before the cut-off date of validity of CZMPs approved under the CRZ Notification, 1991, is as per the CZMPs approved under the said notification and shall forward its recommendation to the concerned authority for Occupation Certificate (OC), as applicable.
 - ii. The CIDCO/ concerned regulatory authority shall certify that the proposals for which Commencement Certificate were issued before the cut-off date of validity of CZMPs approved under the CRZ Notification, 1991 as mentioned in Para 3 above, was as per extant building development norms in place, at that time for sanction for such projects.
 - iii. For all other projects, CZMPs approved in accordance with the CRZ Notification, 2011 or CRZ Notification 2019, as the case may be, shall be applicable.
 - iv. All the infrastructure projects shall be considered by the MCZMA as per the extant norms.

The Authority observed that the application sent by the CIDCO is in consonance with the SOP of the MCZMA and in accordance with the MoEF&CC clarification dated 14th March, 2022. Hence, the Authority felt that that the matter could be recommended from CRZ point of view

DECISION

In the light of above, the Authority after deliberation decided to recommend the matter to Planning Authority for grant of OC for the construction of residential building on land bearing plot no. 210, Sector 53 Dronagiri, Navi Mumbai.


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Item No. 34: Discussion item (regarding CRZ incomplete proposals)

The Authority noted that the MCZMA is in receipt of certain proposal which are incomplete and mainly lacking submission of CRZ map in 1:4000 scale of project site prepared by MoEF&CC authorised agency. List of such matters are as follows:

Sr. no.	File No	Received date	Subject
1.	CRZ2018/C R168/TC4	07-06-2018	Advertising hoarding back to single structure in segment III & IV under Mahim interchange flyover by Pioneer
2.	CRZ2018/C R331/TC4	29-09-2018	Proposed construction of Ritual Training Centre & Staff Accommodation Building on plot bearing S. No. 185, H. No. 2 at mauje Wayangani, Tal. Malvan, Dist. Sindhudurg by Raj Vidya Kendra
3.	CRZ2019/C R205/TC4	05-10-2019	CRZ status for the plot bearing CTS No. 657D (old S.No. 275) situated at Kanjurmarg, Mumbai by NITCO
4.	CRZ2020/C R19/TC4	17-01-2020	Proposed reconstruction of building on land bearing plot no. 7, Sector No. 14, Nerul, Navi Mumbai by M/s. Punit Paradise Co-operative Soc. Ltd
5.	CRZ2022/C R62/TC4	08-04-2022	Proposed construction of residential cum commercial building on plot bearing CS no. 595, 596A/1, 596K/1 at Alibag, Tal. Alibag, Dist. Raigad by Shri. Jeet Hiten Shroff & others
6.	CRZ2022/C R122/TC4	08-06-2022	Proposal for installation of Zip Line Structure at Mandwa Jetty by M/s M2M
7.	CRZ2022/C R195/TC4	18-08-2022	Proposed addition and extension to existing building on plot bearing CTS no. 573, 573/1, to 573/5, K573/7, 573/7, 573/6A, 573/6B at Alibag, Dist. Raigad by M/s Shardul Realtors Pvt. Ltd.
8.	CRZ2022/C R208/TC4	30-08-2022	Proposed construction of residential building on plot bearing S. no. 94/1, CTS no. 1040 at Alibag, Dist. Raigad by Shri. Shakeel Ahmed A.G. Patel
9.	CRZ2022/C R216/TC4	16-09-2022	Proposed residential building on land bearing plot no. 62, Sector 6, Ghansoli, Navi Mumbai by M/s Shree Siddhivinayak Sahakari Grihnirman


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			Sanstha Ltd.
10.	CRZ2022/C R230/TC4	22-09- 2022	Proposed construction of residential building on plot bearing C S. no. 929 A, S. no. 136/5/A at mauje Alibag, Tal. Alibag, Dist. Raigad by Sou. Mrunal Sanjay Sawant
11.	CRZ2022/C R289/TC4	16-11- 2022	Proposed construction of residential & commercial building on plot bearing CTS no. 820 & 820/1, at Alibag, Tal. Alibag, Dist. Raigad by Mr. Shailaja Dhundiraj Lele & Others
12.	CRZ2022/C R304/TC4	01-12- 2022	Proposed addition/ alteration and regularization in existing building situated on plot bearing S. no. 299 (pt), CTS no. B/992 of village Bandra C, St. John Baptista Road, Bandra (W), Mumbai by M/s Parksouth LLP
13.	CRZ2023/C R39/TC4	02-02- 2023	CRZ status for new proposed project on land bearing plot no. PAP-K-41, TTC Industrial Area (MIDC), village Dighe, Dist. Thane by Shri. Hussain Bapubhai Shaikh
14.	CRZ2023/C R93/TC4	23-03- 2023	Proposed redevelopment of existing residential building on plot bearing CTS no. 396, 397 & 398 of village Bandra C, at St. Paul Road, Bandra (W), Mumbai by M/s Sainath CHSL
15.	CRZ2023/C R138/TC4	26-04- 2023	Proposed redevelopment of building on plot bearing CTS No. 1045 of village Juhu, F.P.No. 29-31-32-G of TPS II, Santacruz (W), Mumbai by Shri. Pushkar B.S
16.	CRZ2023/C R158/TC4	08-05- 2023	Proposed construction of residential project on land bearing plot no. 32, Sector 35, Kamothe, Navi Mumbai by M/s Nexus Enterprises (Devaji J Patel & Others)
17.	CRZ2023/C R218/TC4	18-07- 2023	Proposal for construction of residential building on plot bearing S. no. 182 A, 1/A/1, 182 A 1, 1/A/2 & 182 B, CS no. 2709, 2710, mauje Zadgaon, Tal. & Dist. Ratnagiri by M/s Om Properties (Shri. Mahendra Anant Salvi)
18.	CRZ2023/C R228/TC4	18-07- 2023	Proposed development of shipyard at Pewe, Mandangad taluka, Dist. Ratnagiri by M/s Great United Infrastructure Pvt. Ltd.
19.	CRZ2023/C R239/TC4	07-08- 2023	Proposed construction of residential cum commercial building on plot bearing S. no. 30, H.


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			no. 216 at mauje Katvaneshwar, Tal. Devgad, Dist. Sindhudurg by Shri Rajiv Marutirao Sawant
20.	CRZ2023/C R250/TC4	12-09- 2023	Proposed construction of resort on plot bearing S. no. 127, 126 H. no. 1,5,6,7,8,11, 28,33 at mauje Malgund, Tal. & Dist. Ratnagiri by Shri. Sunil Rane (Omkar Properties Pvt. Ltd)
21.	CRZ2023/C R251/TC4	12-09- 2023	Proposed construction of residential house on plot bearing Gut no. 714, 724, 725 at mauje Asgoli, Tal. Guhagar, Dist. Ratnagiri by Shri. Vaibhav Nathuram Redij & others
22.	CRZ2023/C R252/TC4	14-09- 2023	Proposed residential & commercial building on plot bearing CTS no. 578, 578/1, 578/2 at Alibag, Dist. Raigad by Shri. Juber Jamaluddin Kasu & others
23.	CRZ2023/C R265/TC4	17-10- 2023	Advertisement hoarding at CTS no. 1257 B and 1259 DCIPL house, Hill Road, Bandra (W), Mumbai by M/s Tirupati Adversing & Marketing
24.	CRZ2023/C R270/TC	26-10- 2023	Proposed redevelopment of the building Jekor Niwas no. 11 - 13, Modi Streat & 12-14-16 Manhor Das Streat, CS No. 1235, Fort Division, Fort, Mumbai by M/s Akshay Vitta Management & Investment Consultancy Services Pvt. Ltd.

DELIBERATIONS:

The Authority noted that, the MoEF&CC, New Delhi issued Office Memorandum dated 29.11.2022 prescribing the procedure for clearance of permissible activities as per CRZ Notification, 2019. The MoEF&CC also directed Coastal States to process all CRZ clearance proposals online on PARIVESH 2.0 Portal Only. Therefore, Project Proponent shall apply on PARIVESH 2.0 Portal <https://parivesh.nic.in/> with all mandatory documents for seeking prior CRZ Clearance for areas falling in Coastal Regulation Zone as per approved CZMPs under CRZ Notification, 2019.

DECISION:

In the light of above, the Authority decided to delist the above proposals as mentioned in above list from records of MCZMA



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Discussion Item: Regarding revised CRZ recommendation for Proposed 1000 MW + 320 kv HVDC VSC based link between MSETCL 400 kV substation and AEML 220 Kv Aarey EHV substation, Mumbai by M/s Adani Electricity

The Maharashtra Coastal Zone Management Authority in its 160th meeting (Day 2) held on 11th August, 2022 deliberated the proposal for 1000 MW + 320 kv HVDC VSC based link between MSETCL 400 kV substation and AEML 220 Kv Aarey EHV substation, Mumbai. After detailed discussion and deliberation, the Authority decided to recommend the proposal to MoEF&CC, New Delhi subject to strict compliance of certain conditions. Accordingly, MCZMA vide letter dated 15.09.2022 recommended the proposal to MoEF&CC, New Delhi.

M/s Adani Electricity vide letter dated 08.06.2023 informed the remarks MoEF&CC dated 07th April, 2023 requesting revised recommendation of the MCZMA with correct Para as per CRZ Notification 2019.

The Authority examined the matter as per provisions of CRZ Notification, 2019 & decided to issue revised CRZ recommendation incorporating following Para as per CRZ Notification 2019

- As per para 5.1.1 (ii) of CRZ Notification, 2019, *in the mangrove buffer, only such activities shall be permitted like laying of pipelines, transmission lines, conveyance systems or mechanisms and construction of road on stilts, etc. that are required for public utilities are allowed.*
- As per Para 5.1.2 (xv) of CRZ Notification, 2019, *Pipelines, conveying systems including transmission lines are permissible activities in CRZ I (B) area.*
- As per para 7.2 of CRZ Notification, 2019, *all development activities or projects in CRZ-I and CRZ-IV areas, which are regulated or permissible as per this notification, shall be dealt with by Ministry of Environment, Forest and Climate Change for CRZ clearance, based on the recommendation of the concerned Coastal Zone Management Authority.*



Member Secretary



Chairman