

**Minutes of the 172nd Meeting of Maharashtra Coastal Zone Management
Authority held on 05th February, 2024**

The 172nd 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 05th February, 2024. List of members present in the meeting is at Annexure-I.

Confirmation of minutes of 171st meeting:

The Authority confirmed the minutes of 171st meeting of the MCZMA held on 15.12.2023 & 29.12.2023 without any change.

Item No. 1: Proposal for amendment in CRZ Clearance for Anti Sea Erosion Measures to sea front development & beatification at Aksa beach, Madh, Mumbai Suburban by MMB

Introduction:

The Chief Engineer, MMB presented the proposal before the Authority. The matter pertains to request of MMB for amendment in CRZ Clearance for Anti Sea Erosion Measures to sea front development & beatification at Aksa beach, Madh, Mumbai Suburban.

Earlier, the MCZMA in its 127th meeting held on 02nd November, 2018 deliberated the proposal of Anti sea erosion bund of 900 m and recommended the proposal from CRZ point of view to SEIAA subject to certain conditions.

Thereafter, the SEIAA vide letter dated 5th March, 2019 granted the clearance for the project.

The MMB during the meeting presented that there are existing poles and proposed public facilities immediately along the beach and there are existing private properties nearby, hence, it is not possible to keep anti sea erosion bund on landward side of HTL. The MMB has requested to delete the following specific condition No.1 of the MCZMA recommendation and SEIAA clearance:

- I) MMB to ensure that no construction is allowed in intertidal or beach area i.e. CRZ area. Solid construction should be restricted to landward side of the High Tide Line.


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In the 168th meeting, Expert Member asked MMB whether any scientific studies from erosion point of view from competent organisation have been carried out in the matter recommending the necessity of the bund at site proposed by MMB. The proposal was deferred for want of above information.

Deliberation:

The Chief Engineer, MMB presented that assessment of location of placement of Anti Sea Erosion Bund and shoreline studies to ascertain the coastal erosion for Aksa beach has been carried out by IIT, Mumbai and desk studies for design of coastal protection works carried out by CWPRS, Pune.


The MMB has submitted report dated 17.04.2023 on Assessment of location of placement of Anti Sea Erosion Bund by IIT, Mumbai. As per the report, it is found that Aksa beach is an eroding site and the existing structures are affected by erosion. Hence there is need to provide Anti Sea Erosion bund to protect the facilities being developed. The alignment chosen to construct the anti sea erosion measure seem appropriate as the existing electric poles were collapsing due to erosion.

The MMB has submitted report dated 12.05.2023 on desk studies for design of coastal protection works by CWPRS, Pune.

- a) The constructed seawall is aligned with the existing electric pole. The alignment of the wall is in between High & Low water line, which is a permissible activity in CRZ-1B. The seawall /Toe-berm protection was necessary to protect boundary wall & the proposed beautification. During the visit there was a flood tide (about 3.0 m water level) and the measured distance between toe-berm of the seawall to water line was about 50 m.
- b) It is recommended to provide roundhead on both sides of the seawall to reduce flanking effect on either side of seawall. However, the roundhead at the entrance (southern side of Seawall) may cause hinderance to the public visiting Aska beach. Hence, it is advised to monitor the effect of flanking on the southern side of seawall for 2-3 years and then the decision regarding the need of roundhead construction (southern side) may be taken-up. The roundhead of northern end of the seawall should be constructed immediately.



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- c) The constructed seawall is a flexible structure made up of rubble mound and it is essential to monitor and maintain them regularly. It is advisable to compile the beach profile data Infront of the constructed seawall upto the LWL or 80m (whichever is lower) at least for 3 years to compare the changes of the beach profiles.
- d) The drainage pipes on the landward side of the seawall needs regular checking for clogging, etc. and cleaning is required in case of chocking of pipes.
- e) Proper monitoring is required to check the performance of the seawall at least in 2-3 years especially during monsoon..

The MMB also submitted report dated 21.12.2023 on the shoreline studies to ascertain the coastal erosion for Aksa beach by IIT, Mumbai. The IIT report summaries that the MMB is proposing shoreline studies to ascertain coastal erosion / accretion pattern at Aksa Beach. In this regard, mathematical modelling studies were carried out using 2- Dimensional modelling to study wave transformation and morphological changes near Aksa Beach. The report summaries the wave climate characteristics at offshore and near proposed location. The wave transformation study shows that the waves predominantly come from South- West. The study shows net erosion at Aksa Beach with landward shift of shoreline. Based on the site visit and satellite image analysis, it is observed that Aksa Beach is an eroding site, and the existing structures are already affected by erosion. Hence, there is a need to provide anti-sea erosion bund to protect the facilities being developed.

IIT report concludes that, Morphology study by using coupled tide, wave and sediment transport models is performed from the Aksa coast. The Analysis shows that predominantly waves come from SW direction. The sediment analysis shows the erosion along the Aksa Beach and accretion near offshore of Aksa Beach. The flat region above high tide line is mostly likely prone to erosion during storm and monsoon weather. Erosion protection measures should be implemented to protect the beach and infrastructure adjoining the beach.

The Chief Engineer, MMB stated that there are existing electric poles on site and part of Anti Sea Erosion bund constructed along the said existing electric poles as per recommendation of CWPRS cross section.



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The authority noted the Order passed by Hon. National Green Tribunal, (WZ), Pune on 01.12.2023 in the matter of Mr. Banda Nagraj Kumar & Anr. Vs Maharashtra Maritime Board & Ors. (Original Application No.77/2023(WZ)).

- "11. We are of the view that whether this condition needs to be deleted from the CRZ clearance or not, a decision has to be taken by the MCZMA at their end, which is pending for a long time. Therefore, we direct the MCZMA to decide this matter within a period of one month positively. This matter cannot be kept open ended for indefinite period. The respondent No.1 shall also provide whatever kind of study it wants to place before the MCZMA within a period of 20 days from today and within a week thereafter, the MCZMA shall file reply affidavit and a copy of the same shall also be served upon all other parties, who may file rejoinder affidavit against the same, if any, within one week thereafter.
12. We further make it clear that till then, no further construction would be done."

The Authority noted that at the time of recommendation in 127th meeting, the CRZ Notification, 2011 and approved CZMP under it was in force. As per the para 4(i)(f) of CRZ Notification, 2011, "erosion control measures" are permissible activity in CRZ area.

At the relevant time, the Authority while deliberating the proposal exercised extra caution and felt to put a condition that "no construction is allowed in intertidal or beach area i.e. CRZ area. Solid construction should be restricted to landward side of the High Tide Line"

However, from the reports of IIT and CWPRS submitted by the MMB, it is observed that the seawall is aligned with the existing electric pole. The alignment chosen to construct the anti-sea erosion measure seem appropriate as the existing electric poles were collapsing due to erosion.

As per IIT report, the study shows net erosion at Aksa Beach with landward shift of shoreline. Based on the site visit and satellite image analysis, it is observed that Aksa Beach is an eroding site, and the existing structures are already affected by erosion. Hence, there is a need to provide anti-sea erosion bund to protect the facilities being developed. The flat region above high tide line is mostly likely prone to erosion during storm and monsoon weather. Erosion



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protection measures should be implemented to protect the beach and infrastructure adjoining the beach.

Taking into account the above said reports, due to site constraints and electric pole present near the site and need to protect the infrastructure adjoining the beach, the Authority is of the view that above said condition stipulated in earlier MCZMA recommendation requires modification.

It was further deliberated that before construction, MMB was required to put a request to MCZMA informing the Non Feasibility to construct the seawall on landward side of the HTL, due to constraints of the site conditions and hence, requires deletion / amendment. Now, it came to the notice of the Authority from the representation of MMB and various report of IIT & CWPRS called by the Authority; that there are constraints and seawall could not be restricted on landward side of HTL. After detailed deliberation and considering various reports, the Authority opines that above said condition requires amendment.

The Authority deliberated that construction of seawall to occupy certain area of beach for construction, however, seawall is necessary in order to protect the considerable area of beach.

Furthermore, the Authority observed that CRZ Notification, 2019, has also allows anti-sea erosion measures in intertidal area i.e. CRZ IB area. The Authority noted that presently, the CRZ Notification, 2019 and approved CZMP under it is applicable. As per approved CZMP of Mumbai, 2019 the anti-Sea Erosion Bund is partly falls in CRZ-IB & partly in CRZ-II area. As per para 5.1.2(i) (d) and 5.2 (i) of CRZ Notification, 2019, *measures for control of erosion* is permissible activity in CRZ-IB & partly in CRZ-II area.

The Authority after detailed deliberation felt that the project of anti sea erosion measure implemented by the MMB is vital public interest project with an objective to protect the coastline from eroding and for protection of infrastructure /properties present near the beach.

In view of above, the Authority observed that the above said condition mentioned in earlier MCZMA recommendation could not be deleted entirely as per request of the MMB. However, the Authority is of the view that the above said conditions needs modification.



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Decision:

In the light of above, the Authority after deliberation decided recommend the proposal to SEIAA for modification of the specific condition no. (I) as follows:

"MMB to ensure that Anti Sea Erosion bund shall occupy minimum intertidal area which is necessary"



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Item No. 2: Proposed development of Taluka Sports Complex Colaba, at Backbay Reclamation scheme no. 3. C. S. no. 669 Bay View Marine Garden, Mumbai by District Sports Office

Introduction:

The District Sports Officer presented the proposal before the Authority. The proposal is for development of Taluka Sports Complex Colaba, at Backbay Reclamation scheme no. 3. C. S. no. 669 Bay View Marine Garden, Mumbai

PP has proposed following activities,

Sr. No.	Details	Size	Area in sqm
1	Football Courts	36 X 20 X 2 Nos	720 sqm
2	Basketball Court	30 X 18	540 sqm
3	Open Gym	-	138 sqm
4	Open Yoga	-	58 sqm
5	Security Portable Cabin	1.20 X 1.20	1.44
6	Electrical Portable Cabin	1.20 X 1.20	1.44
7	Office Portable Cabin	6.20 X 2.44	15.12
8	Portable Store Room	6.20 X 3.05	18.91
9	Portable Changing Room (F/M)	6.20 X 2.44	15.12
10	Portable Mens Toilet	6.20 X 2.44	15.12
11	Portable Female Toilet	6.20 X 2.44	15.12
12	Cafeteria	6.20 X 3.05	18.91 sqm

Deliberation:

PP presented that, development of Taluka Sports Complex Colaba, at Backbay Reclamation scheme no. 3. C. S. no. 669 Bay View Marine Garden, Mumbai is proposed. Total plot area is 3648.03 sqm. Only cafeteria is counted in FSI area and other activities counted in Non FSI area.

The Authority noted that the PP has submitted the approved CZMP, 2019 as per which project site completely falls in CRZ II (NDZ).

The Authority noted that as per para 10.3 CRZ areas falling within municipal limits of Greater Mumbai:

(i) *In order to protect and preserve the 'green lung' of the Greater Mumbai area, all open spaces, parks, gardens, playgrounds indicated in*


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development plans within CRZ-II shall be categorised as No Development Zone and a Floor Space Index up to 15% shall be allowed only for construction of civic amenities, stadium and gymnasium meant for recreational or sports related activities and the residential or commercial use of such open spaces shall not be permissible.

The Authority noted that proposed construction of Taluka Sports Complex in CRZ II (NDZ) area is permissible subject to Floor Space Index up to 15%. Concerned local body should strictly ensure that the proposed construction is within the limit of permissible Floor Space Index up to 15% as per CRZ Notification, 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 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. Concerned local body should strictly ensure that the proposed activities are public amenities and is within the limit of permissible Floor Space Index up to 15% as per para 10.3 of the CRZ Notification, 2019.
3. Concerned local body to ensure that the residential or commercial use of such open spaces shall not be permissible, as per para 10.3 of the CRZ Notification, 2019.
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 should be obtained before starting construction at the site shall be ensured by Urban Local Body.



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Item No. 3: Proposed redevelopment of Bharat Nagar Dispensary and Health Centre on plot bearing CTS no. 76439 (pt) at Bharat Nagar, Kole Kalyan University, Bandra East, H/E ward, Mumbai by MHADA

Deliberation:

The project proponent was absent for the meeting. 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:

The Authority decided to delist the matter from records of the MCZMA.



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Item No. 4: Proposed reconstruction of residential building on plot bearing CTS no. 1071 & 1071/1 of village Versova, at J. P. Road, Seven Bungalows, Andheri (W), Mumbai by Shri. Uttam Jhavar CA to Owner

Introduction:

The project proponent along with Architect presented the proposal before the Authority. The proposal is for High rise residential building on plot bearing CTS no. 1071 & 1071/1 of village Versova, at J. P. Road, Seven Bungalows, Andheri (W), Mumbai.

As per presentation, existing residential building constructed prior to 1962 was demolished. UDD has issued NOC/ permission for proposed residential building on 08.05.2006. As per DCR 1991, IOD was issued on 19.10.2006, There on CC up to Basement was issued on 05.01.2007, as per approved IOD plan dated 19.10.2006. Accordingly, till dated only basement work is commenced on site. Architect has proposed to demolish the existing basement constructed on site as per approved plan.

The Architect has proposed High Rise Residential Building by proposing building having (Ht. 89.83 mts.) comprising of 04 level Basements i.e. Basement-4 (at -8.00 mtrs), Basement-3 (at -5.70 mtrs), Basement-2 (at -3.40 mtrs) & Basement-1 (at -1.10 mtrs) for Robotic Cart-way system car parking & each level accessible by 03 nos. of car lifts + Ground floor + Intermediate floor + 1st to 24th(pt.) upper residential floors. The plans are proposed in lieu of plot potential + 0.50 additional F.S.I. + admissible TDR as per table no. 12 of reg. no 30(A) + additional FSI as per reg. no. 33 (20) (B) + fungible compensatory F.S.I. as per 31 (3) of DCPR 2034 + by claiming Staircase, Lift, Lift Lobby area free of F.S.I. as per provision 31(1) of DCPR 2034.

The proposal has received various concessions approval from Hon. MC, MCGM on 03.07.2023. The plot is situated in Residential Zone and not reserved for public purpose as per DP remarks of 1967, 1991 & 2034.

Plot area is 2,443.00 Sqm, BUA for FSI purpose is 13,188.77 Sqm, Non FSI area is 6,802.23 Sqm, Total Construction area is 19,991.00 Sqm



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Deliberations:

The Authority noted that as per MCGM remarks, the plot falls in CRZ II area and located on seaward side of existing road i.e. on landward side of existing structure in adjoining plot.

PP has submitted the CRZ map in 1:4000 scale & report prepared by IRS, Chennai. As per IRS report, project site completely falls in CRZ II as per CZMP (MH 75 & 78).

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

"Reconstruction of authorized 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. Further, the MCGM to ensure that construction should be restricted to authorized plinth only. No seaward side extension is allowed.

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 redevelopment 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 to ensure that construction should be restricted to authorized plinth only. No seaward side extension is allowed.
3. 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.



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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. MCGM to ensure that there is no reconstruction proposed beyond the existing plinth of the existing authorized building on seaward side. PP, consultant along with Architect shall submit undertaking to that effect and also submit new proposed building maps superimposed on old existing authorized building plinth from competent Authority.
7. PP to obtain the Environmental Clearance under EIA Notification, 2006, if total construction area exceeds 20,000 Sqm.
8. Safe disposal of the wastewater should be ensured.
9. All other required permission from different statutory authorities including Civil Aviation NOC or CCZM certificate, Fire NoC should be obtained before starting construction at the site shall be ensured by Urban Local Body.



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Item No. 5: Proposed reconstruction of residential building on plot bearing CTS no. 845A, of village Juhu situated at Kapol CHSL, V. M. Road, JVPD scheme, Vileparle (W), Mumbai by Shri. Nitin T. Sanghavi of NHP construction LLP

Introduction:

The project proponent along with Architect presented the proposal before the Authority. The proposal is for reconstruction of residential building on plot bearing CTS no. 845A, of village Juhu situated at Kapol CHSL, V. M. Road, JVPD scheme, Vileparle (W), Mumbai.

As per presentation, Existing Ground + 2nd upper floor structure having Occupation Certificate dated 26.06.1996 is proposed to be demolished for redevelopment.

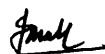
Architect has submitted plans as per Reg. 33(6) [Reconstruction of buildings destroyed by fire or which have collapsed or which have been demolished under lawful order] of DCPR-2034 and Reg. 33(20) (B) of DCPR 2034 online for proposed redevelopment of residential building by demolishing the existing dilapidated building. Proposed new residential building comprising of 3 level basement + Stilt + 1st to 12th and 13th (part) upper floor for residential user in lieu of plot potential + additional FSI (50%) + benefit of additional FSI as per Reg. 33(20) (B) of DCPR 2034 + as per Reg. 30(C), and balance permissible FSI as per Reg. 30(A) Table 12 + fungible compensatory area as per reg. 31(3) of DCPR 2034 and claiming area of staircase, lift & lift lobby free of F.S.I. as per provision of 31(1) of DCPR 2034. The height of the proposed building is 53.15mtr.

The proposal has received various concessions for latest amended plans from Hon. MC, MCGM on 05.07.2023. The plot is situated in Residential Zone and not reserved for public purpose as per DP remarks of 1991 & 2034. The residential user was permissible as per land use and zoning as on 19.2.1991.

Plot area is 845.00 Sqm, BUA for FSI purpose is 3,025.69 Sqm, Non FSI area is 3,316.82 Sqm, Total Construction area is 6,342.53 Sqm



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Deliberations:

The Authority noted the PP has submitted the CRZ map in 1:4000 scale & report prepared by IRS, Chennai, as per which, project site completely falls in CRZ II as per CZMP (MH 75). As per MCGM remarks, the plot falls in CRZ II area and situated on landward side of existing road.

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

"Reconstruction of authorized 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 redevelopment 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.



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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, Fire NoC should be obtained before starting construction at the site shall be ensured by Urban Local Body.



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Item No. 6: Proposed construction of residential Building on property bearing CTS no. 1471 of village Dahisar at Anand Nagar Dahisar West, R/N ward, Mumbai by M/s Dimple Realtors Private Limited

Introduction:

The project proponent along with Consultant presented the proposal before the Authority. The proposal is for Residential Building on property bearing CTS no. 1471 of village Dahisar at Anand Nagar Dahisar West, R/N ward, Mumbai.

As per presentation, Proposal for development under Accommodation Reservation Policy Reg. No. 17(1) of DCPR 2034 by handing over 70% of area under Reservation. The CRZ-1B area which is partly affected by reservation of ROS 1.4 is excluded from purview of AR policy. The balance land consist of CRZ III and Residential zone is proposed for development under re. no. 17 of DCPR 2034, where in the entire construction proposed in non- CRZ (Residential Zone). The said project consist of 1 Residential building with Ground +10th residential floors of height 31.99m.

The plot falls in residential zone as per D. P. 1991 and sanctioned DCPR-2034 & Reserved for ROS1.4 (playground).

PP presented that the area details,

Sr. No.	Particulars	CRZ-I affected Area (Sq. m)	CRZ-III affected Area (Sq. m) (NDZ within CRZ II Greater Mumbai)	Non-CRZ Area (sq. m.)	Total Area
1	Plot area	1,316.13	1,048.52	1,762.35	4,127.00
2	Deduction (Road Setback Area)			191.97	191.97
3	NA area and CRZ 1B Area	1,316.13			1,316.13
4	Net plot area (1-2 +3)		1,048.52	1,570.38	2,618.90
	AR- POLICY- HANDOVER		1,048.52	784.71	1,833.23
	Plot available for development			785.67	785.67



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	Area Statement	Area in Sq. m.	Area in sq. m.
1	Total Base FSI		2,618.90
2	Addition for FSI purpose		
	a Slum TDR	523.78	
	b Reservation TDR	1,309.45	
	c 50% Permissible Additional FSI	1,309.45	
	d FSI under AR Policy over and above	1,833.23	
	Total Additional FSI (a to d)		4,975.91
3	Total Permissible FSI (1+2)		7,594.84
4	35% Fungible FSI		2,658.18
5	Total Permissible FSI including fungible (3+4)		10,252.99

Deliberations:

The Authority noted that PP has submitted the CRZ map in 1:4000 scale & report prepared by IRS, Chennai. As per IRS report, project site falls in CRZ-IB, CRZ-II, CRZ-II(NDZ) & Non CRZ area as per approved CZMP.

SI.No.	Description	CRZ - Classification	Area in Sq.m	Total Area In Sq.m
1	Net Plot Area	CRZ — IB	1,625.13	4,244.03
		CRZ - III (NDZ - within CRZ-II - Greater Mumbai)	1,048.52	
		Outside CRZ	1,570.38	
2	Road Setback Area	Outside CRZ	191.97	191.97
	Grand Total		4,436.00	4,436.00

The Authority noted that project site falls in CRZ-IB, CRZ-II(NDZ) & Non CRZ area. Proposed Residential building falls in non CRZ area. However, FSI of CRZ-II (NDZ) proposed to be utilized on Non CRZ portion of plot.

The Authority noted that as per para 10.3 of CRZ Notification, 2019:

CRZ areas falling within municipal limits of Greater Mumbai:

(i) In order to protect and preserve the 'green lung' of the Greater Mumbai area, all open spaces, parks, gardens, playgrounds indicated in development plans within CRZ-II shall be categorised as No Development Zone and a Floor Space Index up to 15% shall be allowed only for construction of civic amenities,



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stadium and gymnasium meant for recreational or sports related activities and the residential or commercial use of such open spaces shall not be permissible.

The Authority noted that, as per para 10.3 (i) CRZ Notification, 2019, Floor Space Index up to 15% shall be allowed only for construction of civic amenities, stadium and gymnasium meant for recreational or sports related activities in CRZ-II (NDZ) area. However, PP has proposed 1.00 FSI of CRZ-II (NDZ) to be utilized on Non CRZ portion of plot, which is not in consonance with para 10.3 (i) CRZ Notification, 2019. The Authority asked PP to submit the proposal accordingly as per para 10.3 (i) CRZ Notification, 2019. This proposal is rejected.

Decision:

After deliberation, the Authority decided to reject the proposal.



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Item No. 8: Proposed reconstruction of Residential Building Known as "Rajasthan Maharashtra Yuvak Sammelan CHS" on Plot No. 7(1), Worli Hill Estate Scheme No. 58, Dr. R. Thandani Marg, Worli," G/S" Ward, Mumbai by M/s Kabra Estate and Investment Consultants

Introduction:

The project proponent along with Consultant presented the proposal before the Authority. The proposal is for reconstruction of Residential Building Known as "Rajasthan Maharashtra Yuvak Sammelan CHS" on Plot No. 7(1), Worli Hill Estate Scheme No. 58, Dr. R. Thandani Marg, Worli," G/S" Ward, Mumbai.

As per presentation, there was 1 existing structure (Residential Building with 3 wings: Ground + 5 floors each) on site, the said structure is yet to demolish. Developer has proposed to redevelopment on the land under reference under Reg. No. 33 (11) of DCPR 2034.

Proposed Residential building with 1 Basement + Lower Ground + Ground +1st to 6th Podium Floors+1 Amenity Floor + 1st to 27th (Part) upper Residential Floors with height of 119.85m

The proposal has also received approval from planning authority (SRA) with file no. SRA/ENG/GS/PVT/0005/20230301/AP/SP dated on 10.10.2023. The plot is situated in Residential Zone and not reserved for public purpose as per DCPR 2034.

Plot area is 1,751.68 Sqm, BUA for FSI purpose is 9,443.47 Sqm, Non FSI area is 13,373.88 Sqm, Total Construction area is 22,817.35 Sqm


Deliberations:

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

The site under reference is in CRZ II and it is situated on the landward side of the Existing 6 M. Wide Existing Road and 18.30M wide Existing D. P. Road.



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

"Reconstruction of authorized 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 7(iv) of the CRZ Notification, 2019:

"Projects or activities which attract the provisions of this notification as also the provisions of EIA notification, 2006 number S.O. 1533(E), dated the 14th September, 2006, shall be dealt with for a composite Environmental and CRZ clearance under EIA Notification, 2006 by the concerned approving Authority, based on recommendations of the concerned Coastal Zone Management Authority, as per delegations i.e., State Environmental Impact Assessment Authority (hereinafter referred to as the SEIAA) for category 'B' projects."

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. SRA 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 SEIAA subject to compliance of following conditions:

1. The proposed redevelopment 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. SRA 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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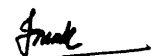
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4. Solid waste generated should be properly collected and segregated. Dry/ inert solid waste should be disposed of to the approved site for land filling after recovering recyclable materials.
5. PP to obtain the Environmental Clearance under EIA Notification, 2006, since total construction area exceeds 20,000 Sqm.
6. Safe disposal of the wastewater should be ensured.
7. All other required permission from different statutory authorities including Civil Aviation NOC or CCZM certificate, Fire NoC should be obtained before starting construction at the site shall be ensured by Urban Local Body.



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Item No. 9: Regarding demarcation of CRZ area at Salav, Nidi, Chehar & Mithekhar Dist Raigad by JSW

Introduction:

The Applicant along with Consultant presented the matter before the Authority. The matter pertains to demarcation of CRZ area at Salav, Nidi, Chehar & Mithekhar Dist Raigad, considering the amendment dated 26th November, 2021 to the original CRZ Notification, 2019.

The Applicant presented that, the MoEFCC, GOI, New Delhi vide its letter dated 25.08.2023 have conveyed its approval of the CZMPs for 5 Districts namely Raigad, Ratnagiri, Sindhudurg, Thane and Palghar as per CRZ Notification, 2019 . On perusal of Map No. MH62 / Sheet No. E43G14/SE of Raigad District, it is reveal that 483 acres of JSW land which is proposed for setting up of steel industry is falling under CRZ-IB as per CZMP-2019 of Raigad District. The said acquired area is not covered with any salt pan and do not have mangrove. As per the assessment, the said location is flat & barren and does not involves any displacement and is suitable location of Integrated Steel Plant.

The applicant during the meeting state that there is kharland bund along the land under reference. The Kharland Department vide its letter dated 14.07.2011 has stated that the Artificial embankments (Bund) run all along said area was constructed long back in the year 1953 by Kharland Board, GoM and further maintained by Kharland Dept. Further, as per the Revenue Department records, the said area is agriculture land. The Executive Engineer, Kharland Survey and Inspection Department vide its letter dated 21.07.2014 has communicated that there is no creek water body or intertidal area within land area of JSW as the area is towards landward side of the bund. Land was acquired through Special Land Acquisition Officer- Collector, Raigad and subsequently, the Collector has accorded the construction permission vide letter No.- Revenue Department MS/A-1/Non- Agriculture, 5 R/P No. 73 dated 03.02.1995 and land was also purchased from the private land owners directly. The 7/12 extract of Revenue Department states that the land under question is agriculture land used for cultivation of paddy crop. Total land falling under CRZ area due to error in MCZMA maps is 442 Acre.

The existing and the proposed expansion area falls in Murud Taluka Industrial Growth Center as declared by Urban Development Department, Govt. of



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Maharashtra vide Notification No. TPS/1490/365/CR 34/90-UD-12 date 04.07.1992.

During the meeting, applicant requested for demarcation of CRZ area under question as NON CRZ area i.e. modification of CZMP [Map No. 62] along Kundalika River near Revdanda in Raigad Dist, considering the amendment dated 26th November, 2021 to the original CRZ Notification, 2019.

Deliberations:

The MoEF& CC, New Delhi vide letter dated 25.08.2023 has approved the CZMPs for 5 Districts namely Raigad, Ratnagiri, Sindhudurg, Thane and Palghar as per CRZ Notification, 2019. As per approved CZMP, 2019, the site falls in CRZ-IB area.

The MoEF& CC, New Delhi has issued an amendment dated 26th November, 2021 to the original CRZ Notification, 2019. The said amendment pertains to demarcation of the HTL along the bund existing prior to 1991. The said amendment stipulates as follows:

"(b) in case there exists a bund or a sluice gate constructed prior to the date of notification issued vide S.O. 114(E) dated 19th February, 1991, the HTL shall be restricted up to the line long along the bund or the sluice gate, however, in such a case, area under mangroves arising due to saline water ingress beyond the bund or sluice gate shall be classified as CRZ-IA irrespective of the extent of the area beyond the bund or sluice gate and such areas under mangroves shall be protected and shall not be diverted for any developmental activities."

The Authority observed that the matter requires examination by the MoEF&CC authorized agency, NCSCM, Chennai who had prepared the CZMPs under CRZ Notification, 2019.

Decision:

In view of above, the Authority after deliberation decided that the matter should be send to MOEF&CC, New Delhi for consideration and necessary directions to NCSCM, Chennai for examination of the matter as per the amendment dated 26.11.2021 under CRZ notification of 2019.



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The 172nd 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 05th February, 2024. List of members present in the meeting is at Annexure-I.

Item No. 10: Development of a Greenfield port at Vadhavan, District Palghar by Jawaharlal Nehru Port Authority (JNPA)


INTRODUCTION:

The Chairman, JNPA along with consultant & other officials from JNPA presented the proposal before the Authority.

The JNPA is the major container port in India serving as a gateway port patronised by all major container shipping lines operating in international seaborne trade. However, JNPA has exhausted its potential to expand further due to geographical and natural limitations and therefore, additional cargo will have to be served by other ports which too are likely to exhaust their container cargo handling capacity considering India's container cargo projections in the context of growing international trade coupled with positive economic growth. Further, vessel size has been increasing due to growing international trade and benefits of economy of scale. It is thus obvious that the country needs a new container handling port with deeper draft to thwart the impending situation of demand supply mismatch due to full capacity utilization of JNPA and other ports in India.

Considering the nation's projected demand of international trade, detailed research studies were carried out for identifying the sites for construction of a Major Port where large vessels can berth round the year and the international seaborne trade can be carried out. Consequently, proposed port site at Vadhavan in Dahanu taluka of Palghar district was identified which has unique natural features for construction of a modern all weather port. The proposed site has 18 metres draft naturally available in the port and 20 metres navigational channel also naturally available which drastically minimises capital and maintenance dredging.

Vadhavan Port is planned to be developed by JNPA and Maharashtra Maritime Board (MMB) as Joint Venture Project with equity share of 74% & 26% respectively.


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Being a Nationally important project, Govt of India had conveyed In-Principal approval for Vadhavan as Major Port on 13-02-2020. Notification of Vadhavan as Major Port was published as per Indian Port Act 1908 with Port Limits on 19.02.2020. Location of Proposed Vadhavan Port is ~150 Km from Mumbai.

The proposed port is located at near Dahanu, abutting northern boundary of Palghar district of Maharashtra at co-ordinates Latitude 19°55.8'N and Longitude 72°39.6'E. Port site has natural and strategic advantages. The site is about 150 km north of Mumbai and about 150 km west Nashik and about 180 km south of Surat respectively.

The Vadhavan has a natural draft of ~20m and as 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, Port Cargo handling Equipments and utilities etc.


Project area is 17, 471 Ha out of which 16,906 Ha is port limit & 571 Ha outside port limit.

- Water front area is 15363.5 Ha.
- Reclamation area is 1448 Ha.
- Berth area- 63.5 Ha
- Reclamation Quantity- 200Mcum with marine borrow pit located offshore of Daman coast at 50 km from port

The port will be developed in two phases. The proposed port is to be developed on landlord model with the port terminals to be developed on PPP basis. In this model, basic infrastructure of the port necessitating upfront investment such as, breakwater, rail and road linkages, power, water lines and common infrastructure and services will be developed by the port/ SPV whereas all cargo handling infrastructure will be developed and operated by the agencies which are awarded concessions through global tender in an open and transparent manner by the port.

Phase I of the project involves following component
JNPA (landlord) Inside Port

- Breakwater of total length 10.14 km main breakwater
- Dredging 6.98 M cum in phase-1 and 21.5Mcum in phase


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- Port craft/ Tug berth of 200 m.
- Total Reclamation area inside the port 1448 ha. with 116 2 ha. in Phase 1
- Road inside the port 32 km
- DFC rail yard 227.5 ha.
- Buildings with area of 23,500 m²
- Pavement inside port.
- Outside Port
- Land acquisition 571 ha. For road and rail connectivity
- External road connectivity of 33.4 km with 120m wide corridor
- Rail linkage area length 12 km 60 m wide corridor
- Water pipeline from Surya river which is about 22 km from port site
- Power line from Boisar power station 20 km from port

Concessionaire (Operator)

- Container terminals including storage yard, equipment, terminal pavements, drainage, utilities networks etc., with total berth length of 9000 m (4 terminals in Phase-1 and 5 terminals in Phase 2 each of 1000 m length) capable of handling vessels of 24,000 TEU and above with 24,000 TEU design container vessels
- Multipurpose berths of 1000 m (4 berths each of 250 m) including equipment, storage yard/ shed
- 1 Ro Ro berth of 250 m including storage and onshore facilities
- 4 Liquid cargo terminals including pipelines and tank farm

The matter was deliberated in 241st meeting of the Expert Appraisal Committee (EAC), New Delhi on 25th - 26th August, 2020. Accordingly, on 7th October 2020, the MoEF&CC approved the TOR for the said Project and for preparation of an EIA/ EMP report including condition to obtain NOC from Dahanu Taluka Environment Protection Authority (DTEPA), a monitoring body constituted by MoEF in the year 1991. As per ToR all the studies were completed and submitted to Dahanu Taluka Environment Protection Authority (DTEPA). The DTEPA has granted permission to establish and develop the Vadhavan port in the Dahanu Taluka on 31st July 2023.

The JNPA has obtained the Term of Reference (ToR) from MoEF&CC, New Delhi vide letter no. 10-52/2020-IA.III dated 7th October, 2020 and additional TOR on 2nd June, 2023.



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DELIBERATIONS:

The Authority noted that the EIA report has been prepared by M/s ENKAY ENVIRO SERVICES PRIVATE LTD (QCI/ NABET Certificate No. NABET/ EIA / 2023 / RA 01830). The Detailed Project Report (DPR) has been prepared for the project which is part of the EIA report.

As per the norms laid out by MoEF an area within 10 km radius with the Vadhavan Port site as a centre has been earmarked for the study as the general study area. Nevertheless, this study as a special case considered the core study area is the acquired project Road/Rail site with two-kilometre radius from the centre of the Port site.

Various studies has been carried out which are part of EIA as Annexures.

1. Detailed Project Report for Development of Greenfield Vadhavan Port by Royal Haskoning DHV (May 2023)
2. Demarcation of HTL and LTL for preparation of CZMP report by Institute of Remote Sensing, Chennai (October 2023)
3. Mathematical Model Studies to assess the impact of proposed capital dredging on tidal hydrodynamics of nearby area of proposed port at Vadhavan by Central Water and Power Research Station (T. R. 5970-November 2021)
4. Mathematical Model Studies to assess the impact of Proposed Port Development at Vadhavan on Flooding in Dahanu Creek and Nearby Control area under Cyclonic Conditions by Central Water and Power Research Station (T. R. 6173 -October 2023)
5. Marine biodiversity management plan for the proposed greenfield port at Vadhavan, Palghar district, Maharashtra by CSIR National Institute of Oceanography (SSP 3374-October 2023)
6. 2D Desktop Navigation Simulation Study by DHI/ Force (March 2022)
7. Traffic analysis in the vicinity of proposed port at Vadhavan by Indian Institute of Technology, Mumbai (May 2021)
8. Dispersion of silt during dredging from marine Burrow pit for reclamation by Department of Ocean Engineering, Indian institute of technology Madras, Chennai (October 2022)
9. Impact of Breakwaters and Transport Carrier on the Erosion/ Accretion for the Vadhavan Port' by National Centre for Coastal research (NCCR) and Indian National Centre for Ocean Information Services (INCOIS), Ministry of Earth Sciences. (September 2023)


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10. Biodiversity study for the proposed Burrow pit region in arabian sea with Reference to development of vadhavan port, Palghar, Maharashtra by Zoological Survey of India (October 2023)
11. Impact study of proposed Vadhavan Port on Coastal Fisheries by Central Marine Fisheries Research Institute (October 2023)
12. Impact Assessment of Proposed Sand Mining on the Marine Fisheries and Fishermen Community of Daman Union Territory is carried out by Central Marine Fisheries Research Institute (October 2023)
13. Social Impact Assessment Report Vadhavan Port by Southern Enviro Engineers Pvt. Ltd., Hyderabad (March 2022)
14. Dahanu Taluka Environmental Protection Authority (DTEPA) Order dated 31 July 2023 granted permission to JNPA to establish and develop the Vadhvan port in the Dahanu Taluka
15. Letter From Ministry Of Earth Sciences, Government of India dated 25th May, 2023
16. Marine Biodiversity at Shankodhar Point, Dahanu Taluk, Maharashtra conducted by CSIR-National Institute of Oceanography (June 2023)

The Authority noted the compliance of specific TOR condition as per amended TOR dated 2.6.2023 which is part of the EIA report.

The Authority further noted the observations of the EIA report

- The site in the village Vadhavan and its coast near Dahanu has been selected for Port from the logistic and operation angle such as deep draught, very near to the coastline, vast hinterland of north and northwest of India, easy rail and road access to the hinterland and suitability of the site to develop a Port between Gujarat Ports and Mumbai and Jawaharlal Nehru Port.
- The Vadhavan port is planned to be located on reclaimed land on inter tidal zone at Vadhavan Point. The site is surrounded on the West, North and South by Arabian Sea, various villages on East with discreetly habited land. No Land Acquisition for Port is required and the land acquisition is only required for rail and road which is less than 571 ha and 30% of which is forest land and government land.
- A natural water depth of around 20.0 m below CD is available at 10 km from Vadhavan point and 15 m contour is available at a distance of 6 km which will allow safe voyage and mooring for the new generation vessels.
- Topography of the intertidal zone is rocky and highly undulated. Casuarina plantations are observed along the shoreline. The bed levels in inter tidal zone are sloping west.


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- The land close to Vadhavan site is flat and having undulations close to hilly area. The rock outcrop close to shoreline of Vadhavan can be seen and indicate rocky patches under inter-tidal area. The inter-tidal zone is wide and extends up to 1.7 km. The beach is sandy. The general terrain of the site area is largely flat with a mild slope.
- The project area is characterised by different coastal geomorphological features like pocket beaches, rocky coasts, headlands, bays, medium and low cliffs. The shoreline is not a fixed line and its position is dynamic as the change in the shoreline is a natural phenomenon because of the suspension of sediment and transportation of the same due to current (littoral drift) during the monsoon season and deposition in calm non-monsoon season. If this natural cycle is disturbed by anthropogenic intervention, an unbalanced sediment transport cycle will occur which may lead to an unusual and irreversible shoreline behaviour.
- Studies conducted for the proposed port have established that there will be no need of land acquisition for development of the port and hence there will be no displacement of local people and consequent rehabilitation & resettlement.
- The port will be constructed majorly 6.5 Kms away from the sea shore and for support activities small part of space between inter-tidal zone (land between low tide and high tide) in low lying land will be reclaimed from sea for the basic infra for foreshore development and connectivity to fore shore Port and operational area.
- Only for rail and road linkage approx. 571 hectares land (consisting of private, tribal and government land) need to be acquired in a strip of 120 metres throughout the length of 33.4 kms. for connecting to the National Highway 8 (Mumbai Delhi) and rail line at a distance of 12 kms from the port for which 60 metres strip will be required. This alignment has been made to avoid disruption of human habitation and drinking water sources. Moreover, all the mangroves near shore area of 98 hectares will be fully protected thus conserving existing ecology with innovative port design and minimal environment impact due to port development which would also be tackled by enforcement of an environment management plan
- Socio-economic study of villages falling within radius of 10 kms of the proposed port and rail and road alignment have also been conducted to ascertain their living standards and village infrastructure so as to make effective intervention for improving their condition. JNPA has organised health camps in these villages. Village level meetings have been held to spread information about the port project and seek the support of the local community. The area is predominantly tribals and survey has revealed



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that they survive at subsistence level economy. The port project is expected to improve their economic condition by generating employment opportunities and offering better value for their produce. The report has been prepared by CMFRI.

- The development of the proposed Vadhavan Port including road-rail connectivity may result in land and seaside environmental changes through increased traffic and development. Therefore, adequate environmental mitigation and management measures are essential for the project.
- From the hydrodynamic and siltation studies as carried out by CWPRS, it was confirmed that the tidal flow conditions are suitable at all container berths and manoeuvring areas and also considered the width between the breakwater and multipurpose berth to 670m.
- The study on shoreline change assessment was carried out by CWPRS and submitted to JNPA in April 2022. The analysis covered long-term (1975-2022) and short-term (2000-2022) shoreline changes using historic satellite images and aerial photographs from 2012. In the long term, 61% of the coast was stable, while in the short term, 50% of the coast was considered stable, with some stable areas transitioning to low erosion. Additionally, areas of low accretion in the long term were gradually trending towards low erosion. It is seen that from Khonda Creek to the North of the proposed port area, the shoreline trend indicates the shoreline transferring from broadly stable to low accretion coast. At the port location and reclamation area, the shore has shifted from broadly Stable to low accretion coast. South of the location till the Varor region, a significant proportion of the regions range from low erosion to medium erosion.
- The existing reports on wave tranquillity, hydrodynamics, shoreline change assessment, and shoreline morphology study were analyzed and shoreline change analysis was carried out by NCCR. The following were the outcomes of the study:
- Studies conducted by other agencies revealed that the mud in that area is a source of Calcium Carbonate clay (lime mud). A large number of fishermen families depend exclusively on fishing for their livelihood in the region. The developmental activities in this area may affect the fishing activity and thus livelihood.
- Proposed project will not have any significant affect on the presence and migratory status of those Near Threaten species as well as for abundance of other birds which is present in the surrounding area. Necessary steps must be undertaken to reduce the impact on the reserve forest areas that support majority of the avian diversity.


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
- The intertidal regions of the Vadhavan area have the distribution of mangrove species of *Avicennia marina*. Saplings of the *Rhizophora* sp. were also found in the intertidal regions of Jhoting Bhabha Mandir. A survey conducted by the Institute of Remote Sensing, Anna University during September 2023 describes about 98.25 acres of area in the vicinity of proposed port has been classified under CRZ1A. Mangroves at Tadiyala area were surveyed by quadrat method and the density ranged between 40 and 132 no/100m²
- ICAR-CMFRI conducted the fishery survey for the proposed project. During their survey, they recorded the occurrence of a variety of finfishes and shellfishes. Fishes (126 species) including 86 species of teleost, 4 sharks, 20 crustaceans and 13 molluscs were reported from the study area
- Judicial planning of port facility will be carried out. Reclamation bunds and setting ponds shall be constructed, the dredged material will be pumped into the reclamation area enclosed by reclamation bunds wherein the solids will be allowed to settle and the return water will be directed into sea through appropriate return channel/pipelines. The dredge fill will be covered by gravel before hard standing. After completion of the reclamation and hard standing, necessary development shall be carried out.

The Authority deliberated the various anticipated Environment Impact and Mitigation Measures as reported in the EIA report.

The Authority in its earlier 171st meeting held on 15th December, 2023 asked JNPA to submit their replies on query raised by the Expert Members pertaining to EIA report, erosion / accretion studies, reclamation material etc. The Authority noted the replies of the JNPA which is as follows

Sr No.	Query raised by Expert Members	Reply of the NPA
1	Whether the EIA report is carried out is rapid or comprehensive. Whether Public Hearing has been conducted	As per the ToR, EIA studies have been carried out and they are conducted in one season. Comprehensive study (in another season) has been conducted. In addition to this marine environmental studies have been conducted through the respective expert agencies of GoI as per the ToR and also Govt. renowned research organizations such as CWPRS, CSIR-NIO, IIT-Bombay and Madras, INCOIS, ICAR-CMFRI, IRS



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		Chennai, ZSI, NCCR, NCSCM have conducted baseline survey at study area and the same is incorporated in EIA. Public Hearing at Daman was conducted on 21st Dec 2023. PH - MOM Public Hearing at Palghar, Maharashtra was conducted on 19th Jan. 2024 - PH - MOM
2	Studies of erosion/ accretion along the coastline near the project site	<p>As compliance to ToR Assessment has been done by NCSCM and NCCR for Impact of Breakwaters and Transport Carrier on the Erosion/ Accretion for the Vadhvan Port.</p> <ul style="list-style-type: none"> • The maximum significant wave height in the port basin is 1.0m in the Final Master Plan Layout as compared to 2.5 m height offshore. • The Tidal Hydrodynamic and Siltation study finalized the Master Plan Layout for favorable operation and maneuvering conditions with minimum effect on the morphology • The littoral drift and shoreline evolution comparing the original shoreline and proposed port indicates an insignificant effect on the adjacent shoreline • It was found that any impact during construction on water environment will be restored during the port operation phase. • In the operation phase, most of the high impacts are likely to be minimized to moderate, low and to no impacts.
3	Material proposed to be used for reclamation and source of it.	The port is proposed to be developed on reclaimed land in the offshore area. The port limits have been declared by GoI vide Gazette notification on 19 th Feb 2020. The

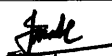

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		reclamation of land is proposed from sea sand sourced from Daman coast which is at 65km Northward of proposed port.
4	Tarapur atomic power project is close to Vadhvan port site and there is outflow from the said project. EIA studies should include the impact of the project on said Tarapur atomic project and its outflow	<p>After discussion with AERB & Nuclear Power Corporation of India Limited (NPCIL), it was decided that Security and Safety of the TAPS need to be examined and accordingly following studies were carried out with assistance from NPCIL, TAPS and shared with them:-</p> <ol style="list-style-type: none"> 1. Sedimentation transport studies Including modification in sedimentation pattern affecting siltation around Intake and outfall by CWPRS.- Completed. 2. Effect of Oil slick near Vadhvan Port and its Trajectory predication on Tarapur site by INCOIS, Hyderabad- Completed. 3. Study related to Probability and impact of Drilling /collision of ships Near TAPS site by M/s.SVC Marine Services Pvt.Ltd.- Completed. 4. Study related with Impact of changes in natural growth zone (up to 5km) and Emergency planning zone (up to 16 km) of TAPS on account of industrial Development/storage/handling of chemicals / explosives, etc. Including Population growth by M/s Fine Envirotech Engineers and additional Studies and its impact on TAPS will be incorporated in the report <p>In view of above, the security consideration as conveyed by intelligence agencies have been fully addressed and conveyed to AERB for consideration of the AERB. Accordingly,</p>

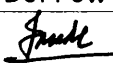

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		the broad concurrence was issued by Chairman Atomic Energy Commission & Secretary Department of Atomic Energy for development of proposed Vadhvan Port.
5	There is huge reclamation involved in the project. Impact of reclamation on the marine life should be reported in the details. Source of material which will be used for reclamation should be reported.	<p>Marine burrow pit has been identified 50-65km offcoast Daman. Based on the actual requirement for the construction of Port the requirement of reclamation is about 200Mcum. Considering the substantial amount of reclamation requirement, it was decided to extract the fill material through marine sand borrow pit as against the earth filling in view of the ecological sensitivity of the region. The marine sand burrow pit was identified at the offshore of the Daman Coast about 50km from the proposed Vadhvan Port site at the depth varying from 20-25m</p> <p>Marine sand will be dredged using Dredging equipment and sand will be transported by sea route and dumped at the reclamation location within protected bunds.</p> <p>IIT - Madras have conducted simulation study to ascertain impact of sediment transport.</p> <p>As per the observations of study marine burrow pit location is far away from the coastal region i.e. about 50-65 km and associated strong currents, the concentration of the sediment plume gets weakened immediately during the dredging activity.</p> <p>Marine Biodiversity Management Plan has been prepared by NIO and Zoological Survey of India has conducted two session Biodiversity study for the proposed Borrow</p>


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		pit region in Arabian sea with reference to development of Vadhavan Port and submitted report in October 2023. No adverse impact is indicated in the report.
6	How the material will be transported for breakwater construction.	The quarry material required for the construction of port infrastructure have been identified from Palghar Taluka. The stone armour block and quarry material will be transported by barges from loading point to work site as well as through trestle constructed for liquid jetty by following all safety norms.

The Authority further noted the Status of the project as per approved CZMP, 2019. superimposing on Approved CZMP as per CRZ Notification 2019 is prepared by Institute of Remote Sensing (IRS), Chennai (October 2023).

The proposed details viz Approach Trestle, Breakwater, Navigational Area, Offshore Reclamation Area, Sheltered Area within Vadhavan Port Limits lies in CRZ-IVA and the reclamation area near shore in within Vadhavan Port Limits lies in CRZ-IB, CRZ-III(200m to 500m from HTL), CRZ-III (No Development Zone), CRZ-IVA, and outside CRZ areas as per approved CZMP (Map nos: MH 95, 97, 98 & 99) vide CRZ notification 2019 of MoEF&CC

The remaining Area where there is no development proposed within Vadhavan Port Limits lies in CRZ-IA, CRZ-IA (50m Mangrove Buffer Zone), CRZ-IB, CRZ-III (No Development Zone), and CRZ-IVA areas as per approved CZMP (Map nos: MH 95, 97, 98 & 99) vide CRZ notification 2019 of MoEF & CC.

The proposed Road and Rail Alignment for the port connectivity lies in CRZ-IB, CRZ-III (200m to 500m from HTL), CRZ-III (No Development Zone) and Outside CRZ areas as per approved CZMP (Map nos: MH 95, 97, 98 & 99) vide CRZ notification 2019 of MoEF & CC.



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The detailed CRZ status is depicted in Table below.

SI.NO	DESCRIPTION	PROJECT DETAILS	CRZ-CLASSIFICATION	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 HTL)	12.14	
			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 LENTH 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	PROPOSED RAILWAY LINE	CRZ-IB	217.26	21735.45
			CRZ-III (200m to 500m from HTL)	355.71	


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FOR THE PORT CONNECTIVITY	CRZ-III-NDZ	514.39	
	Outside CRZ	20648.1	
Grand Total		55768.77	55768.77

During the meeting, Mr. Kudale, Expert Member raised following issues

- a) The Proposed Vadhavan Port is located in the near vicinity of the Tarapur Atomic Power Station, TAPS on south and ecologically fragile area of Dahanu on the North. As such the predictions of coastal environmental impacts of Vadhavan port become of utmost important. The cooling water system of TAPS is designed based on the tidal hydrodynamics of the area and any change in the hydrodynamics will have major impact on the operations of TAPS. As such, this aspect needs to be attended properly in the EIA report.
- b) The coastal environmental parameters (winds, storms, waves, surges, sea level rise, currents, sediment movement) are having the large impact of Climate Change. Obviously, the coastal structures will have also large impact of climate change, and it has become imperative to consider climate resilience in planning and design of coastal structures. It is essential to incorporate climate resilience aspects into project planning and design procedures of this Major Port. The adaptation of Climate Resilience in the planning and design of Vadhavan Port shall be discussed in the EIA report. Especially, the frequency and intensity of cyclones on the west coast has increased in the past few years, which is attributed to the global climate change. As such, the coastal environmental parameters like Waves, Storm Surge, and sea level, which are directly dependent on the intensity cyclone need to be assessed carefully.
- c) The Rehabilitation and Compensation are very sensitive issues for this Mega-Project and need to be given priority in the initial stages.

In response, Consultant and the Project Proponent (JNPA) presented that

- a) The issue of Tarapur Atomic Power Station, TAPS has been addressed in the DPR which is part of the EIA report. Regarding the impact on TAPS a detailed study has been carried out and mitigative measures have been suggested and PP already decided to implement. For which a budget of INR264Cr has been kept in the project and during the meeting with secretary DEA and Chairman JNPA on 23.01.2024, it has been promised that any enhancement in the cost will be borne by PP. The JNPA officials submitted that the DTEPA while giving clearance also satisfied that there will not be any substantial impact to ecology due to the port. Also, the project PP will monitor the site during construction and operation phase to


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ascertain impact on the ecology and DTEPA has also set up monitoring mechanism to study and manage the impact on the ecology due to the project.

- b) The climatic factors have been taken into consideration while designing the port and rightly addressed in the Detailed project Report. The design consideration and other tidal hydrodynamic aspects has been taken into consideration and are part of the DPR.
- c) The Chairman, JNPA submitted that the compensation for the local affected people will be assured as per the prevailing Government policies. He further proactively assured that if Government of Maharashtra comes with special compensation package for the affected people, JNPA is more than willing to accept the same.


During the meeting, Dr. Shindikar expressed that phytoplankton and zooplankton are the indicators of the determining of the productivity i.e fisheries in the seawater. He suggested that JNPA need to do continuous monitoring of the marine water for studies on phytoplankton and zooplankton during construction phase and operation phase in order to understand the impact of the project on local fisheries. JNPA officials noting concern the Hon'ble Chairman has informed that the said study has already been conducted by NIO and CMFRI and as per the recommendations of the reports continuous monitoring shall be adopted.

Dr. Shindikar suggested that considering the mega project, the JNPA need to proactively initiate the measures / steps to maintain the ecology of the area. During the construction phase, JNPA should impart necessary training programmes on continuous basis for contractors & labours for following mitigations measures as suggested in the EIA report.

Dr. Rahul Khot, representative of BNHS asked the JNPA whether the corals would be affected due to project. The Consultant clarified that as per NIO and ZSI report that there is no Corals found in the proposed project in daman as well as Dahanu region.

The Authority deliberated the project and observed that this is a mega project and would be a major & important for the Maharashtra State from development & economic point of view. This will generate the considerable employment opportunities for the local people and will contribute to Wealth of


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the Nation. The Ministry of Ports, Shipping and Waterways has issued an Office Memorandum dated 6th Jan, 2021 stating that the Vadhavan Port is a nationally important project and has a cabinet approval.

Having considered this shiny side, the environmental / ecological consideration can not be ignored, especially when the Dahanu has been notified as Ecologically sensitive area and there is special Authority constituted by the MoEF&CC, New Delhi and there is large scale reclamation involved in the project. The Authority deliberated the likely impact on the coastline due to large scale reclamation. The JNPA has carried out EIA studies and other relevant studies which indicate certain environment impacts and suggested various mitigation / remedial measures. The Authority took note of various studies of CWPRS, NCCR & INCOIS and NCSCM about the shoreline and siltation pattern. The report of the NCCR states that alongshore movement of sediment or the 'littoral drift' plays a significant role in emanating the shoreline morphology of the area. With the introduction of an artificial structure along the coast, the drift pattern may be altered due to the dynamics of the nearshore area. The said report concludes that the littoral drift and shoreline evolution comparing the original shoreline and proposed port indicates an insignificant effect on adjacent shoreline. The shoreline change analysis by NCCR suggests that a stretch of 2.4 km of the study area is in a moderate to high erosion state for long term analysis. The construction of the port breakwater is likely reduce the erosion in the south. The study recommends shoreline morphology and maintenance dredging are to be monitored periodically.

The Authority advised the real time monitoring during construction and operation phase and further period of time is required to truly understand the impact of reclamation & breakwater on shoreline near the project site. The Authority further suggested that JNPA shall constitute a separate dedicated inhouse environment cell with adequate expert staff for the Vadhavan port project which will ensure all compliance of various studies carried out for the project and will carry out environment monitoring. The Cell shall also engage a reputed / competent organization in the field of Coastal engineering for monitoring the 10 km coastline around the project site during the construction phase and post construction up to next 15 years in order to truly understand the impact of the port & its reclamation on coastline its erosion/ accretion status and remedial measure required if any.



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
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The Authority further noted the observation of the NCCR report which states that, the Hydrodynamic and siltation studies of the Master Plan were carried out and it was observed that the maximum current strength of the at the container are within 0.15 m/s. The flow approaches at an angle varying between 4 degree and 7 degree along oil berths and LPG terminals. With these flow conditions, it was reported that the currents would bypass the sediments to the north of the proposed port. The total quantity of likely siltation in the dredged area will be about 8.45 million cum per annum as per the siltation studies. With advised maintenance dredging of 6.45 million cum for phase I, a volume of 0.15 Mm³ from this maintenance dredging can be used for beach nourishment to the immediate north of the port. The Authority suggested that it will be responsibility of the JNPA to ensure that the dredged material will be used for the beach nourishment as suggested in the NCCR report.

The Authority noted the report of the offshore sand mining for the development of port prepared by ICAR-CMFRI. As per the said report, two hundred million m³ of fill material will be extracted from the marine sand borrow pit located offshore of Daman. The marine borrow pit is located far away from the coastal region approx. 50-60km with high tidal range and associated strong currents, the concentration of the sediment plume gets weakened immediately during the dredging activity. This was validated by model simulation studies of IIT madras. The model study shows that the turbid plume does not reach the shore. Based on the above scenario, it can be observed that the plume trajectory of the dredged sediment does not move towards the coast, and they appear not to cause any impact on the shore and the marine environment. The Authority suggested that the dedicated environment cell in consultation with competent organization shall monitor long term effect of dredging operation on the ecosystem, Dedicated fund should be allocated for the said monitoring, as suggested in the said report.

The Authority noted the report of the CMFRI about the fisheries, as per the report fishing is the major livelihood activity identified in the nearest coastal villages, and most fishermen in the area are marginal fishers. The total fishermen population residing in the identified fishing villages is around 20,809 in 5333 households. The infrastructure facilities in fisheries are found to be limited and insufficient to support future development. The said report summaries loss of fishing area at reclamation area, navigations channel and port limit and other associated impacts. The report recommends to identify the affected fishers and coastal community and provide compensation to minimize the economic impact / livelihood impact. All direct and livelihood impacts must be adequately


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compensated and mitigated to the maximum. Based on the availability suitable types of artificial reefs can be deployed to increase the productivity and support lobster fisheries. Seawater quality in the port area / port limit should be strictly maintained and monitored so that it should not cause adverse impacts on fishing and the environment. Continuous fisheries monitoring programme on the effectiveness of the mitigation measures or additional impacts, if any, during construction and operations of the project. All mitigation measures for, reducing marine pollution in coastal waters, seawater quality in the nearshore waters should be monitored regularly and pollution should not cause adverse impacts on fishing and environment. The Authority noted that the CMFRI has suggested practical & sound measures to address the fisheries and fisherfolks issues. The Authority suggested that the JNPA shall strictly follow each and every recommendation of the said report and submit the compliance to the office of commissioner of Fisheries periodically.

The Authority observed that it is the crucial responsibility of the JNPA and its appointed contractors to minimize the impacts by strictly adhering to all mitigation measures suggested in the EIA report. Best practices should be brought in for carrying out the dredging activities to lessen the impact on marine and terrestrial environment. The Authority further suggested that the JNPA should not only just passively follow the mitigation measures and environment plans as suggested in the EIA report, but should implement all proactive steps / measures to lessen the impact on coastal, terrestrial and marine environment. JNPA should proactively explore other best international practices for making the port with green initiatives (Five star ratings).

The recommendations of the Zoology survey of India, CMFRI, CWPRS, Social Impact assessment report, National Centre for Coastal Research (NCCR), Marine Biodiversity Management plan by NIO, Ministry of Earth science & Studies etc should be followed in letter and spirit. In the light of various representations were received from the local people, JNPA shall initiate all possible measures to address the concerns of local people, especially fisher folks. The JNPA officials submitted that the public hearing has been conducted on 19.1.2024. The Authority suggested that the JNPA shall ensure implementation of the action plan on the issues raised during the public hearing.

The Authority further felt that apart from dedicated environment cell, there should be a technical committee headed by JNPA for evaluation & effectiveness of mitigations / remedial measures during construction & operation phase. The


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said technical committee shall have experts from marine ecology, coastal engineering, representative from reputed Govt institute like IIT/ IIM, representative of CMFRI, MPCB, representative from DTEPA, representative of NIO and other experts as deemed fit by the Chairman, JNPA. The said committee shall be meeting once in a quarter.

The Authority noted the provision of the CRZ Notification, 2019

1) As per para 5.1.2, CRZ I(B) of CRZ, 2019:

(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.

(v) Facilities for receipt and storage of petroleum products and liquefied natural gas as specified in Annexure-II to this notification, subject to implementation of safety regulations including guidelines issued by the Oil Industry Safety Directorate in the Ministry of Petroleum and Natural Gas and guidelines issued by the Ministry of Environment, Forest and Climate Change, provided that such facilities are for receipt and storage of fertilizers and raw materials required for fertilizers, like ammonia, phosphoric acid, sulphur, sulphuric acid, nitric acid, etc.

(vi) Storage of non-hazardous cargo i.e. edible oil, fertilizers and food grains in notified Ports

(xv) Pipelines, conveying systems including transmission lines.

2) As per para 5.3, CRZ III of CRZ, 2019;


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(i) Activities as permitted in CRZ-I B, shall also be permissible in CRZ-III, in so far as applicable.

3) As per para 5.4, CRZ IV of CRZ, 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:-

(a) foreshore facilities like ports, harbours, Jetties, wharves, quays, slipway, bridges, sea links and hover ports for coast guard ,etc;

(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.

4) As per para 7(ii) of CRZ, 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.

5) Project is a category A project under EIA Notification, 2006, for which,

As per 7(iv) of the CRZ, 2019:

Projects or activities which attract the provisions of this notification as also the provisions of EIA notification, 2006 number S.O. 1533(E), dated the 14th September, 2006, shall be dealt with for a composite Environmental and CRZ clearance under EIA Notification, 2006 by the concerned approving Authority, based on recommendations of the concerned Coastal Zone Management Authority, as per delegations i.e., State Environmental Impact Assessment Authority (hereinafter referred to as the SEIAA) or the Ministry of Environment, Forest and Climate Change for category 'B' and category 'A' projects respectively.


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DECISION

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


1. The proposed Vadhavan port project should be carried out strictly as per the provisions of CRZ Notification, 2019 as amended from time to time and with a commitment of protection and conservation of coastal environment.
2. JNPA to consider the Climatic conditions & Climate Change induced coastal Hazards like storm, surges, sea level rise, flooding etc during the implementation of the project. Necessary Disaster management plan / safety measures along with oil spill plan should be formulated and implanted in spirit.
3. JNPA shall set up full-fledged separate dedicated inhouse environment cell with adequate expert staff on deputation from GoI / State Government with required experience for the Vadhavan port project which will ensure all compliance of various studies carried out for the project and will carry out environment monitoring. The Cell shall also engage a reputed / competent organization in the field of Coastal engineering for monitoring the 10 km coastline around the project site during the construction phase and post construction up to next 15 years in order to truly understand the impact of the port & its reclamation on coastline its erosion/ accretion status and remedial measure required if any. Specific adequate fund should be earmarked for the same. It is also suggested to have a third-party monitoring/Audit of such management initiatives.
4. Dedicated environment cell in consultation with competent organization shall monitor long term effect of dredging operation on the ecosystem, Dedicated fund should be allocated for the said monitoring, as suggested in the said report.
5. JNPA shall strictly follow each and every recommendation of the CMFRI report pertaining to mitigation of impacts on fisheries and capacity building of fisherfolks under directions of the Commissioner Fisheries.
JNPA shall submit the compliance to the office of commissioner of Fisheries periodically.
6. Noc from the office of Commissioner of Fisheries should be obtained.
7. JNPA shall implement proactive programme/ plan for capacity building of the local fishermen coastal community along with modern equipment and facilities for fishing, drying, cold storage etc by engaging CMFRI.


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- Necessary Compensation / R&R shall be assured for local affected fishermen and coastal community people, as per prevailing Govt policies.
8. JNPA to ensure that the dredged material will be used for the beach nourishment as suggested in the NCCR report.
 9. Prior High Court permission should be obtained, as per Hon'ble High Court order dated 17th Sep, 2018 in PIL 87/2006, if the project involves cutting of mangroves or project activities are situated within 50 m mangrove buffer zone area.
 10. JNPA to ensure that the storage of chemicals/ fertilizer products as permissible in CRZ Notification, 2019 shall only be allowed.
 11. JNPA should proactively explore other best international practices for making the port with green initiatives (Five Star Rating).
 12. JNPA and its appointed contractors to minimize the impacts by strictly adhering to all mitigation measures suggested in the EIA report. Best practices should be brought in for carrying out the dredging activities to lessen the impact on marine and terrestrial environment.
 13. All recommendations of the Zoology survey of India, CMFRI, CWPRS, Social Impact assessment report, National Centre for Coastal Research (NCCR), Marine Biodiversity Management plan by NIO, Ministry of Earth science & Studies etc should be followed in letter and spirit. PP should ensure that livelihood activities of the fishermen communities should not be hampered due to project activities. The local fishermen will be allowed free and non-discontinuity access to operate their fishing boats. All recommendations of the CMFRI studies concerning the fisheries/ fishermen shall be complied with along with R & R package to be finalised in consultation with GoM , Dept of Fisheries and local communities representatives.
 14. JNPA to ensure that technical committee headed by JNPA is constituted for evaluation & effectiveness of mitigations / remedial measures during construction & operation phase. The said technical committee shall have experts from marine ecology, coastal engineering, representative from reputed Govt institute like IIT/ IIM, representative of CMFRI, MPCB, representative from DTEPA, representative of NIO and other experts as deemed fit by the Chairman, JNPA. The said committee shall meet once in a quarter.
 15. All mitigation measures for, reducing marine pollution in coastal waters, seawater quality in the nearshore waters should be monitored regularly and pollution should not cause adverse impacts on fishing and environment. JNPA shall ensure the same with State of Art laboratory along with expert staff either on deputation or to be recruited by JNPA.


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16. No labour camp are allowed in CRZ area & it should also be ensured that the waste water from these entities should not be released into sea. Mobile toilets with mobile STPs to be provided in work front area.
17. PP to provide adequate capacity STP to treat the sewage during construction and operation phase and ensure to meet standards prescribed by the MPCB.
18. Prior approval of the MPCB shall be obtained for the project.
19. There shall not be any kind of discharge/ disposal in the marine water/ CRZ area.
20. Debris generated during the project activity should not be dumped in CRZ area. It should be processed scientifically at a designated place as per C & D Waste Management Rules, 2016.
21. JNPA shall ensure implementation of the action plan on the issues raised during the public hearing. The PP shall complete all the task as per the action plan submitted with budgetary allocation and time lines.
22. JNPA shall create a dedicated website & weblink for the project and upload all studies report relating to project on website
23. All other required permissions from the concerned statutory authorities should be obtained prior to commencement of the work.



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Item No. 11: Proposed Redevelopment of existing Residential building under Regulation 33(11) of DCPR 2034 - "The Panaroma" on Plot bearing CTS No. 1401 of village Bandra-C, at Pali Hill Road (Smt. Nargis Dutt Road), Bandra (W), in H/W Ward, Mumbai by Keyorbit Realtors Private Limited

The project proponent along with consultant presented the proposal before the Authority. The proposal is for redevelopment of existing Residential building under Regulation 33(11) of DCPR 2034 - "The Panaroma" on Plot bearing CTS No. 1401 of village Bandra-C, at Pali Hill Road (Smt. Nargis Dutt Road), Bandra (W), in H/W Ward, Mumbai

As per SRA which is planning Authority for the proposal, the plot under reference consists of one existing authorized building which will be demolished in due course.

As per presentation, the proposed building comprises of 1 no. of building having 3 Basement + Ground + 1st to 15th Residential Floors, Height 52.35 m

As per SRA remarks, the proposal envisages the development of plot as per the provisions of Reg. 33(11) by availing 4.00 FSI as per DCPR 2034. The LOI (clubbing LOI) for the scheme is approved by the CEO (SRA) on 23.11.2023. Under Reg. 33(11), the PTC T/s are required to be constructed under the scheme.

As per presentation, the plot area is 1719.90 Sqm, FSI- 6843.72 Sqm, Non FSI Area is 5222.45 Sqm Total construction area is 12066.17 Sqm.

As per SRA remarks, the plot is situated in Residential Zone. The plot is affected by widening of existing road. The plot is partly situated in CRZ II area and partly outside CRZ area.

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 partly in CRZ II and partly outside CRZ area. Out of total plot area 1719.90 Sqm, CRZ II area is 468.99 Sqm and outside CRZ is 1250 Sqm. The site is situated on landwards side of existing road.



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

"Reconstruction of authorized 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 redevelopment 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. Planning Authority should strictly ensure that the proposed redevelopment in CRZ II area 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.12: Proposed Redevelopment of Existing Residential Building for S.R. Scheme under regulation 33(11) of DCPR 2034 known as "Sagar Tarang CHS Ltd," situated on plot bearing CTS No. 1067, 1067/1 to 5 of village Versova, at J.P. Road, Andheri (W) in K/W Ward, Mumbai by Keyspace Realtors Private Limited

The project proponent along with consultant presented the proposal before the Authority. The proposal is for redevelopment of Existing Residential Building for S.R. Scheme under regulation 33(11) of DCPR 2034 known as "Sagar Tarang CHS Ltd," situated on plot bearing CTS No. 1067, 1067/1 to 5 of village Versova, at J.P. Road, Andheri (W) in K/W Ward, Mumbai

As per SRA which is planning Authority for the proposal, the plot under reference consists of existing authorized building and same is situated on seaward side of existing Jai Prakash Road.

As per presentation, proposed construction of high-rise residential building comprising of two wings i.e., Wing A & Wing B both wings having common four level Basement (-11.60 mtrs.) + common ground floor thereafter Wing A divided in to two Wings i.e., Wing A1 & Wing A2. Wing A1 having common Ground floor + 1st to 6th floor + common 7th floor (E Deck level) with total height of 28.20 mtrs. from general ground level up to 7th floor top. Wing A2 having common Ground floor + 1st to 6th + common 7th floor (E Deck level) + common service floor + 8th to 24th upper residential floors with total height of 87.90 mtrs. from general ground level up to terrace level. Wing B having common Ground floor + 1st to 7th podium floor + common 7th floor (E Deck level) + common service floor + 8th to 19th upper residential floors with total height of 69.90 mtrs.

As per SRA remarks, the proposed development on the plot is as per the provisions of Reg. 33(11) as per DCPR 2034. The LOI (clubbing LOI) for the scheme is issued by the CEO (SRA) on 10.11.2023. Under Reg. 33(11), the PTC T/s are required to be constructed under the scheme for use of Govt.

The total area of the Plot is 2357.10 Sqm, FSI is 12728.34 Sqm, Non FSI is 16110.83 Sqm and total construction area is 28839.17 Sqm.



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Chairman

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As per SRA remarks, the plot is situated in Residential Zone. The plot is affected by widening of existing road. The plot falls in CRZ II area and situated on seaward side of existing seaward side of existing Jai Prakash 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 area i.e within 500 m CRZ limit from Arabian Sea. The site is situated on seaward side of existing road.

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

"Reconstruction of authorized 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. Further, the Planning Authority shall ensure that proposed building shall not exceed towards seaward side of plinth of existing authorized structure.

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 redevelopment 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. Planning Authority should strictly ensure that the proposed redevelopment in CRZ II area 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.



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3. Planning Authority shall ensure that proposed building shall not exceed towards seaward side of plinth of existing authorized structure.
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. PP to obtain the Environment Clearance as per the total construction area exceeds 20,000 Sqm under EIA Notification, 2006.
8. 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. 13: Proposed reconstruction of residential bungalow at CTS No. 844 of Juhu Village situated in K/W ward, Ville Parle (West), Mumbai by Shri. Nayan Parekh

Introduction:

The project proponent along with Consultant presented the proposal before the Authority. The proposal is for reconstruction of residential bungalow at CTS No. 844 of Juhu Village situated in K/W ward, Ville Parle (West), Mumbai.

As per presentation, Proposed Residential building comprises of 2 Basement + Ground + 1st to 6th Upper Floor's. (1st floor: Lounge + Kitchen area + Powder room + Service area + Multipurpose Room + Toilets. 2nd to 4th Floor: 01 No. of Residential Triplex flat. 5th Floor: 01 No. of Residential duplex flat (lower level) + Part Terrace. 6th Floor: Gym + SPA + Salon + Rest room (upper level) + Part Terrace. Terrace: OHT + LMR + Open to sky treated as refuge area). Plot area is 926.60 Sqm.

The plot is situated in Residential Zone and not reserved for public purpose as per DCPR 2034.

Deliberations:

The Authority noted that the PP has submitted the CRZ map in 1:4000 scale & report prepared by IRS, Chennai, as per which, project site partly falls in CRZ II (887.44 sqm) and partly falls outside CRZ area (39.16 Sqm) and situate on landward side of existing road as per approved CZMP 2019. PP presented that, existing Structure was demolished on site.

The Authority asked PP to submit the following information:

- 1) Authorisation details, configuration & use of existing structure
- 2) FSI, Non FSI and total construction area of proposed building
- 3) Current status of construction on site under reference

Decision:

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



Member Secretary



Chairman

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Item No. 14: Proposed Residential and Commercial development under Accommodation Reservation Policy on Plot Bearing S. No. 46, 47, 48, 49, 50/1, 51/A/1, 67/1, 68/A/1, 115/1, 116, 117/A/1, 118/A/1, 119/A, 120/A/1, 121, 122 at Village Mumbra, Dist: Thane by M/s Yes Realty

Introduction:

The project proponent along with Consultant presented the proposal before the Authority. The proposal is for Residential and Commercial development under Accommodation Reservation Policy on Plot Bearing S. No. 46, 47, 48, 49, 50/1, 51/A/1, 67/1, 68/A/1, 115/1, 116, 117/A/1, 118/A/1, 119/A, 120/A/1, 121, 122 at Village Mumbra, Dist: Thane.

As per presentation, the land is falls in CRZ-IA, 50m Mangrove Buffer Zone (CRZ-IA), CRZ-IB, CRZ-II and NON-CRZ Area. However, there is no development proposed in CRZ area. The proposed development is on Non CRZ area only.

The proposed development in non CRZ area comprises of Residential building, Drama Theatre, TMC Bus depot, TMC market building, School and college building etc

Total plot area is 1,01,523.74 sqm, Total construction area is 2,90,433.04 sqm. PP has submitted EIA report prepared NABET Accredited consultant M/s. Mahabal Enviro Engineers Pvt Ltd.

Deliberations:

The Consultant during the meeting presented that entire development is proposed in non CRZ area as per approved CZMP 2019.

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

As per IRS report, CRZ status of project site are as follows-



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Description	CRZ - Classification	Area m ²	Total Area m ²
Part-A Project Site	Outside CRZ	37003.12	37003.12
Part-B Project Site	CRZ - IA	1835.07	64520.63
	CRZ - IA (50m Mangrove Buffer Zone)	8293.69	
	CRZ - IB	41.40	
	CRZ - II	6421.99	
	Outside CRZ	47928.48	
TOTAL		101523.75	101523.75

As per Para 7(iv) of the CRZ Notification, 2019:

"Projects or activities which attract the provisions of this notification as also the provisions of EIA notification, 2006 number S.O. 1533(E), dated the 14th September, 2006, shall be dealt with for a composite Environmental and CRZ clearance under EIA Notification, 2006 by the concerned approving Authority, based on recommendations of the concerned Coastal Zone Management Authority, as per delegations i.e., State Environmental Impact Assessment Authority (hereinafter referred to as the SEIAA) for category 'B' projects."

The Authority noted that the PP has proposed construction of building in Non CRZ as per approved CZMP under CRZ Notification, 2019 i.e. 18th January, 2019. Concern planning Authority i.e. Thane Municipal Corporation should strictly ensure that as committee by the PP, construction is proposed in Non CRZ area as per approved CZMP under CRZ Notification, 2019. The Authority noted that activities proposed beyond CRZ areas are outside the ambit of CRZ Notification, 2019. However, the proposal attracts provisions of EIA Notification, 2006.

There shall not be impact on CRZ area, from any activities proposed to be carried out in Non CRZ area. Ecologically sensitive areas like mangroves etc should not be disturbed.

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:



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1. Thane Municipal Corporation to ensure that construction is proposed in Non CRZ area strictly as per approved CZMP under CRZ Notification, 2019
2. Thane Municipal Corporation to ensure that mangrove cutting is not allowed. No construction is allowed in Mangroves or its 50 m buffer zone area.
3. There shall not be violation of Hon'ble High Court order dated 17th September, 2018 in PIL 87/2006.
4. PP to obtain the Environmental Clearance under EIA Notification, 2006, since total construction area exceeds 20,000 Sqm.
5. 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, as per MSW Rules, 2016.
6. There shall not be impact on CRZ area, from any activities proposed to be carried out in Non CRZ area
7. Ecologically sensitive areas like mangroves etc should not be disturbed. There shall not be violation of Hon'ble High Court order dated 17th September, 2018 in PIL 87/2006.
8. All other required permission from different statutory authorities should be obtained before starting construction at the site shall be ensured by Urban Local Body.



Member Secretary



Chairman

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Item No. 15: Proposed redevelopment of residential building at C.T.S. No. 1277, of village Versova, plot No. 9, bearing survey No. 82 of village Versova, seven bungalow, Versova (West), Mumbai by Shri. Rameshchandra Modi

Introduction:

The project proponent along with Consultant presented the proposal before the Authority. The proposal is for redevelopment of residential building at C.T.S. No. 1277, of village Versova, plot No. 9, bearing survey No. 82 of village Versova, seven bungalow, Versova (West), Mumbai.

As per presentation, the existing building of Basement Floor + Ground Floor + 1st to 7th Upper Floor structure is standing on site and no work has yet been started on site

Proposed re development of existing building as per DCPR 2034 by proposing residential building comprising of Lower Basement for parking and pump room + Upper Basement for Parking and DG set + Ground Floor for parking and entrance lobby + 1st to 4th floor for parking 5th Floor partly for parking and partly for fitness center space for girder beam + 6th to 17th Upper floor for residential flats having total height 69.70 mt upto terrace floor.

The plans are proposed in lieu of plot potential FSI + 0.50 govt FSI by paying premium + admissible TDR + 200 % set back advantage is permissible over and above the FSI cap + by availing fungible compensatory BUA + by claiming Staircase, lift, lift lobby area free of F S I as per provision of DCPR 2034 as applicable as on 18 01 2019 i e as per CRZ Notification, 2019. The proposal has received various concessions for latest amended plans from Hon MC Vide No P 14783 2023 1277 K/W WARD/VERSOVA 337 1 NEW dated 25 04 2023

The plot is situated in Residential Zone and not reserved for public purpose as per DCPR 2034.

Plot area is 1,155.90 Sqm, BUA for FSI purpose is 3,119.701 Sqm, Non FSI area is 5,775.88 Sqm, Total Construction area is 8,895.58 Sqm



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Deliberations:

The Authority noted that PP has submitted the CRZ map in 1:4000 scale & report prepared by IRS, Chennai, as per which, proposed residential building & and the project site falls in CRZ-II as per approved CZMP (MH 78) vide CRZ Notification, 2019.

The site under reference is in CRZ II and it is situated on the seaward side of the Existing Road.

Consultant presented that, the proposed building line is within the existing building line and no protrusion is proposed towards the seaward side of the within existing building line.

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

"Reconstruction of authorized 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.

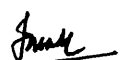
Decision:

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 redevelopment 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 to ensure that construction should be restricted to authorized plinth only. No seaward side extension is allowed.
3. MCGM should strictly ensure that the proposed redevelopment is within the limit of permissible FSI as per Town and Country planning regulations



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- existed as on 18th January, 2019 before issuing commencement certificate to the project.
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. MCGM to ensure that there is no reconstruction proposed beyond the existing plinth of the existing authorized building on seaward side. PP, consultant along with Architect shall submit undertaking to that effect and also submit new proposed building maps superimposed on old existing authorized building plinth from competent Authority.
 7. Safe disposal of the wastewater should be ensured.
 8. All other required permission from different statutory authorities including Civil Aviation NOC or CCZM certificate, Fire NoC should be obtained before starting construction at the site shall be ensured by Urban Local Body.



Member Secretary



Chairman

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Item No. 16: Proposed Residential with Shopline project on land bearing S.No.88B, H.No.1,2,3,4, S.No.88C, H.No.2,3, S.No.88, H.No.5, S.No.88, H.No.7pt. of Village: Tivari, Taluka: Vasai, District: Palghar by M/s Sai Ram Realtors

Introduction:

The project proponent along with Architect presented the proposal before the Authority. The proposal is for Residential with Shopline project on land bearing S.No.88B, H.No.1,2,3,4, S.No.88C, H.No.2,3, S.No.88, H.No.5, S.No.88, H.No.7pt. of Village: Tivari, Taluka: Vasai, District: Palghar.

As per presentation, the land is falls in 50m Mangrove Buffer Zone (CRZ-IA), CRZ-IB, CRZ-II and NON-CRZ Area. Project construction will be proposed totally on NON CRZ portion of the plot. No land and F.S.I. will be used from CRZ portion of the project plot.

Proposed plot area is 11,654.08 m², Proposed FSI area is 38,889.50 m², Proposed NON FSI area is 1906.91 m², Total Construction area is 40,796.41 m² having 1 Ress. with shopline Bldg. + 1 Ress. Bldg. + 1 Club house.

Deliberations:

The Architect during the meeting presented that entire development is proposed in non CRZ area as per approved CZMP 2019.

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

As per IRS report, CRZ status of project site are as follows-

SI.No.	Survey.No	CRZ- Classification	Area in Sq.m	Total Area in Sq.m
I	88/B/1	Outside CRZ	2355.67	2355.67
2	88/B/2	Outside CRZ	230.85	230.85
3	88/B/3	Outside CRZ	20.00	20.00
4	88/B/4	Outside CRZ	781.63	781.63



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5	88/C/2	CRZ - IA (50m Mangroves Buffer Zone)	14.03	1235.07
		CRZ - II	546.98	
		Outside CRZ	674.06	
6	88/C/3	CRZ -11	325.35	3177.38
		Outside CRZ	2852.03	
7	88/5	Outside CRZ	730.00	730.00
8	88/7Pt	Outside CRZ	5730.00	5730.00

As per Para 7(iv) of the CRZ Notification, 2019:

"Projects or activities which attract the provisions of this notification as also the provisions of EIA notification, 2006 number S.O. 1533(E), dated the 14th September, 2006, shall be dealt with for a composite Environmental and CRZ clearance under EIA Notification, 2006 by the concerned approving Authority, based on recommendations of the concerned Coastal Zone Management Authority, as per delegations i.e., State Environmental Impact Assessment Authority (hereinafter referred to as the SEIAA) for category 'B' projects."

The Authority noted that the PP has proposed construction of building in Non CRZ as per approved CZMP under CRZ Notification, 2019 i.e. 18th January, 2019. Concern planning Authority i.e. Vasai Virar Municipal Corporation should strictly ensure that as committee by the PP, construction is proposed in Non CRZ area as per approved CZMP under CRZ Notification, 2019. The Authority noted that activities proposed beyond CRZ areas are outside the ambit of CRZ Notification, 2019. However, the proposal attracts provisions of EIA Notification, 2006.

There shall not be impact on CRZ area, from any activities proposed to be carried out in Non CRZ area.

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:



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1. Vasai Virar Municipal Corporation to ensure that construction is proposed in Non CRZ area strictly as per approved CZMP under CRZ Notification, 2019
2. Vasai Virar Municipal Corporation to ensure that mangrove cutting is not allowed. No construction is allowed in Mangroves or its 50 m buffer zone area.
3. There shall not be violation of Hon'ble High Court order dated 17th September, 2018 in PIL 87/2006.
4. PP to obtain the Environmental Clearance under EIA Notification, 2006, since total construction area exceeds 20,000'Sqm.
5. 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, as per MSW Rules, 2016.
6. There shall not be impact on CRZ area, from any activities proposed to be carried out in Non CRZ area
7. All other required permission from different statutory authorities should be obtained before starting construction at the site shall be ensured by Urban Local Body.



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Item No. 17: Proposed Redevelopment of Non Cessed building on plot bearing C.S. No. 260 of Mazgaon Division, Near Dockyard Road, Mazgaon, E-Ward, Mumbai by Shri. Abbas Kanorwala

Introduction:

The project proponent along with Consultant presented the proposal before the Authority. The proposal is for Redevelopment of Non Cessed building on plot bearing C.S. No. 260 of Mazgaon Division, Near Dockyard Road, Mazgaon, E-Ward, Mumbai.

As per presentation, the existing building of Ground Floor + 1st to 4th Upper Floor structure is standing on site and no work has yet been started on site

The proposal is for residential cum non residential building having height 69.99 mt upto terrace floor comprising of Ground Floor + 1st to 2nd (for non residential use) floor + 3rd to 22nd Upper floors for residential flats along with mechanical car parking system tower with height of 40.79 mtrs. The proposal has received various concessions for latest amended plans from Hon MC Vide No P 7642 2021 260)/E WARD MAZAGAON/ 337 1 /NEW dated 25.01.2023

The plot is situated in Residential Zone and not reserved for public purpose as per DCPR 2034.

Plot area is 298.59 Sqm, BUA for FSI purpose is 2531.24 Sqm, Non FSI area is 1057.71 Sqm, Total Construction area is 3596.94 Sqm

Deliberations:

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

The site under reference is falls in CRZ II and it is situated on the landward side of the Existing Road.

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

"Reconstruction of authorized buildings shall be permitted, without change in present land use, subject to the local town and country planning regulations as



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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 redevelopment 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, Fire NOC should be obtained before starting construction at the site shall be ensured by Urban Local Body.



Member Secretary



Chairman

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Item No. 18: Proposed redevelopment of existing residential building known as Sainath CHSL on plot bearing C.T.S. No. 396,397 & 398 of Village - Bandra C, at St. Paul Road, Bandra (West), Mumbai by M/s Precons Developments Pvt. Ltd

Introduction:

The project proponent along with Consultant presented the proposal before the Authority. The proposal is for redevelopment of existing residential building known as Sainath CHSL on plot bearing C.T.S. No. 396,397 & 398 of Village - Bandra C, at St. Paul Road, Bandra (West), Mumbai.

As per presentation, the existing building of Ground Floor + 1st to 5th Upper Floor structure is standing on site and no work has yet been started on site.

Proposed building comprising of Ground Floor for parking + 1st to 9th upper floors for residential use with height of 31.90 meters up to terrace level along with parking tower (ht 16.40 mts) in lieu of plot potential + Incentive additional BUA + 0.50 additional Govt. FSI + 0.50 admissible TDR + Fungible compensatory FSI & by claiming the benefit of staircase, lift, lift lobby area free of FSI as per DCPR 2034 existing as on 18.01.2019, i.e. of the date of publication of CRZ Notification, 2019. The proposal has also received various concessions from Hon. MC. Vide No. P-12732/2022/ (396 AND OTHER)/ H/W WARD/BANDRA-C/337/1/ NEW dated 17.01.2023.

The plot is situated in Residential Zone and not reserved for public purpose as per DCPR 2034.

Plot area is 609.60 Sqm, BUA for FSI purpose is 1642.47 Sqm, Non FSI area is 593.22 Sqm, Total Construction area is 2,232.69 Sqm


Deliberations:

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

The site under reference is falls in CRZ II and it is situated on the landward side of the Existing Road.



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

"Reconstruction of authorized 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 redevelopment 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, Fire NoC should be obtained before starting construction at the site shall be ensured by Urban Local Body.



Member Secretary



Chairman

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Item No. 19: Proposed Cleaning of Jagbudi River via. De-Siltation Process for Flood Mitigation Measure at Jagbudi and Narangi River, Khed, Dist. Ratnagiri by Department of Irrigation

Introduction:

The project proponent along with Consultant presented the proposal before the Authority. The proposal is for Cleaning of Jagbudi River via. De-Siltation Process for Flood Mitigation Measure at Jagbudi and Narangi River, Khed, Dist. Ratnagiri.

As per presentation, the proposed project is sanctioned as Disaster Management Measure against the floods in Khed City. Currently, Jagbudi River channel has undergone extensive siltation and deposition over the years, which has resulted in the formation of islands in the path of the waterways which results into frequent flooding during monsoon. The Khed city situated adjacent act as a Floodplain to Jagbudi and Narangi river resulting into recurring floods during the monsoon season. Majority of the low-lying areas are near the banks of Jagbudi river and Narangi River occupied by the human settlements which face major flood issues during monsoon.

Excavation will be carried out for clearing depositions from a stretch of 25 hectares from Bharane-Bandhara to JagbudiNarangi confluence and Narangi-Jagbudi confluence point to Dental college near Khed City.

Sr. No.	Deposition site Name	River Name	Avg. Length (m)	Avg. Width (m)	Average Depth (m)	Qty. (Cum)	Remarks
1	Jagbudi River-Bharane Bandhara to Jagbudi-Narangi River Confluence	Jagbudi	5000	40	1.25	250000	Sediment (Govt Land)
2	Narangi River-Jagbudi - Narangi Confluence to Dental College Khed	Narangi	2000	24	2.00	100000	Sediment (Govt Land)
Total						350000	

PP presented that, NoC dated 11.09.2023 from Forest Department has been obtained for cleaning of the river. Khed Municipal Council vide letter dated 04.09.2023 identified designated places for disposal of excavated material issued No Objection for the same.



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PP has submitted Environmental Impact Assessment Report prepared by M/s. Eco Foot Forward Environmental Consultancy & Engineers Pvt Ltd (NABET Accredited Consultant)

Deliberations:

The Authority noted that PP has submitted the CRZ map in 1:4000 scale & report prepared by IRS, Chennai. As per IRS report, the area of the proposed Desiltation Process in various CRZ are as follows-

Sr. No.	CRZ - Classification	Area in Acres
1	CRZ - IB	100.61
2	CRZ - II	1.81
3	CRZ - III (NDZ)	11.18
4	CRZ - IVB	30.15
5	Outside CRZ	1.46
	Total	145.21

Expert Member asked about mitigation measures for conservation of Crocodiles in rivers. Consultant presented that NOC from DFO has been procured from DFO Chiplun due to the citation of Marsh Crocodiles, accordingly it has been advised by the DFO office to be executing the desilting process without harming the crocodiles. Various strategies will be implemented for the conservation of the Marsh Crocodiles species.

Expert Member asked about impacts on fishing activities in the project area. Consultant informed that currently in the project stretch there is no fishing activity.

Expert Member asked about impact on mangrove vegetation, Consultant stated that No mangrove species found on project site, it was dominated with mix vegetation of *Mangifera indica*, *Barringtonia acutangula*, *Anthocephalus cadamba*, *Syzygium salicifolium* and *Millettia pinnata*. Mix vegetation along with river side makes moist deciduous habitat for biodiversity in and around proposed project site.

The project site falls under CRZ IB, II, IVB as per CZMP 2011 and approved CZMP 2019. The Proposed Project activity includes Maintenance dredging in



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Jagbudi River up to Narangi river by mechanical means, by employing suitable dredgers to clear the stretch of proposed channel. Khed City is prone to frequent floods in monsoon season due to its locations on the banks of Jagbudi and Narangi rivers. Since the depth of the river will increase it will restrict the river to overflow and that will minimize the damage on any of the infrastructures like buildings, residential houses, shops, cattle sheds etc

As per Para 5.1.2 (CRZ-IB) 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
(e) maintenance and clearing of waterways, channels, ports and hover ports for coast guard;"*

As per Para 5.2 (CRZ-II) of the 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 5.3 (CRZ-III) 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 (CRZ-IV) 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.-
(d) maintenance and clearing of waterways, channels and ports;"*


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."

The Authority noted that proposed maintenance and clearing of waterways, channels in CRZ IB, II, III & IV areas is permissible activity as per CRZ Notification, 2019 with the prior approval from MoEF&CC, New Delhi.



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Decision:

After deliberation, the Authority decided to recommend the proposal from CRZ point of view under CRZ Notification, 2019 to MoEF&CC New Delhi subject to compliance of following conditions:

1. The proposed activity 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.
1. This CRZ recommendation is for clearing of waterways by excavating depositions in the river channel as per CRZ Notification, 2019. It is to be noted that mining of sand, rocks and other sub-strata is prohibited as per para 4(viii) of CRZ Notification, 2019.
2. Excavated material should not be disposed of in CRZ area and it should be used for road construction, as stated by the PP.
3. PP to ensure that removal/excavation of depositions from river channel should be carried out in controlled and precision manner to prevent the negative impacts on geomorphology and marine ecosystem. Excavated material should not be disposed in CRZ area. PP should monitor the disposal of mud and sludge.
4. PP in consultation with competent organization working in wildlife conservation shall draw a plan to protect the crocodiles in the river. NOC from wildlife point of view shall be obtained by the PP.
5. Excavation activity should be carried out, considering the spawning and larval period of fishes.
6. Removal of depositions may result in inland propagation of tidal waves inside the river. Hence, PP should carry out monitoring of the tidal influence/ amplification to understand its impact on low lying areas around the creek.
7. Vehicles carrying excavated material will be properly covered with appropriate measures to minimize windblown fugitive dust emission during transport. The identified site of storage of excavated material should be fenced and the surface will be ensured to be impervious and the stored material will be covered appropriately. The storage area and storage of excavated material will be sprinkled with water to avoid fugitive dust generation.
8. Periodic monitoring of air quality will be carried out and prompt remedial action should be undertaken in case deviations from NAAQS are recorded.



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9. The excavators and equipment/machinery used for removal of depositions will be strictly in conformity with CPCB standards with respect Noise and Air pollution norms.
10. During the work of excavation of depositions, all possible efforts/ measures should be taken to maintain the coastal ecology and biodiversity. Necessary training / awareness should be imparted to contractors & workers so that adequate environmental safeguards could be implemented on site, during execution of the project activities
11. Mangrove if any should not be cut for the project activities. Dredging activity is not allowed in fish breeding sites.
12. Compensatory plantation of local species should be carried out, in case of cutting of trees if any, present on the depositions.
13. The Environment Management Plan & Environment Monitoring Plan should be implemented in letter and spirit and it should be in consonance with the surrounding ecosystem. Specific budget should be allocated for the implementation of EMP.
14. PP to ensure that observations made in order dated 14 march, 2022 in WP No. 2564/ 2022 and other orders in WP No. WP No. 2946/2021, WP No. 3608/ 2021 and orders of Hon'ble NGT pertaining to dredging shall be strictly complied with.
15. All other required permission from different statutory authorities before starting desiltation at the site shall be ensured by District Collector.



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Item No. 20: Proposed redevelopment of Arena Co-Operative Housing Society Limited (Proposed) at plot bearing C. S. No. 1/309 of Malbar Hill division situated at Walkeshwar Road in D-Ward, Mumbai by Mr. Jitendra C. Mehta authorized representative of Mrs. Surangi J. Mehta

Introduction:

The project proponent along with Consultant presented the proposal before the Authority. The proposal is for redevelopment of Arena Co-Operative Housing Society Limited (Proposed) at plot bearing C. S. No. 1/309 of Malbar Hill division situated at Walkeshwar Road in D-Ward, Mumbai.

The proposal was earlier considered in 170th meeting of MCZMA held on 02.11.2023 and asked PP to submit details of the construction carried out on the site in chronological order. Copy of the CRZ clearance and its compliances, Copy of the State Ground Water Board obtained, Photographs of the cessed building PP submitted the that, the existing cessed building was in a very dilapidated condition and had partly collapsed. The balance portion was already demolished in the year 1981. Further, the sanction was obtained for the project vide No. EB/5965/D/A dated. 23.04.2003 for the plot area of 597.83 m², FSI area of 1,195.66 m². As per the MCGM's approval, PP had started construction on site & constructed upto plinth. Further, PP has not extracting any ground water. Hence, NOC from the State Ground Water Board is not applicable to the project.

Now, PP has proposed residential building comprising of B + G + 2P + SF + Entrance Lobby + 1st to 11th floors of height 63.40 m.

Plot area is 597.83 Sqm and Total Construction area is 5863.42 sqm


Deliberations:

PP has submitted CRZ map in 1:4000 scale prepared by IRS, Chennai as per approved CZMP 2019. As per CRZ map, the plot partly falls in CRZ II area and partly in non CRZ area and situated on landward side of existing road.

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



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"Reconstruction of authorized 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 redevelopment 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, Fire NoC should be obtained before starting construction at the site shall be ensured by Urban Local Body.



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Item No. 21: Proposal for the repairing dilapidated partially collapsed nalla retaining wall of Kannamwar Nagar Nalla from E.E.H. to Thane Creek Vikhroli (E), of C.A. 307, in S ward, Z-VI of eastern Suburban, Mumbai by MCGM

Introduction:

The project proponent along with Consultant presented the proposal before the Authority. The proposal is for repairing dilapidated partially collapsed nalla retaining wall of Kannamwar Nagar Nalla from E.E.H. to Thane Creek Vikhroli (E), of C.A. 307, in S ward, Z-VI of eastern Suburban, Mumbai.

The Authority noted that earlier the proposal was considered in 165th meeting of MCZMA held on 08.03.2023. The Authority noted that, the storm water drain proposal of MCGM has proposed reconstruction of partially collapsed existing UCR nalla retaining wall in RCC of west side of kannamwar Nagar from gangai garage to paramarth Niketan kannamwarg nagar vikroli (E) is part of BRIMSTOWARD project.

Due to collapsed exiting wall may causes obstruction for flowing storm water flow in nalla and it is also affected to nearby residence. With respect to flooding condition it is necessary to reconstruct damaged of existing wall. Repairs of the existing compound wall of the Nalla is required as it is support to adjoining buildings. Total length of the proposed wall is 1260 meter.

The MCGM has submitted the approved CZMP showing the alignment as per which, the site partly falls within 50 m mangrove buffer zone (CRZ IA) and partly outside CRZ area. (As per application, the length in mangrove buffer zone is 364 meter). The Authority noted that the project is required public utility and necessary for storm water system in the area.

The MCZMA vide letter dated 31.03.2023 recommended the proposal to MoEF&CC, New Delhi under CRZ Notification, 2019 subject to certain conditions.

Deliberation:

PP presented that, the MoEF&CC has asked to submit certain information and stated that, "MCZMA may also appraise / consider the permissible activity proposal by item No.2 (a) of the 'Procedure for Clearance of Permissible Activities as per the CRZ Notification, 2019 vide Ministry OM 29/11/2022."



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Officials of MCGM presented that, this is existing nalla of west side of kannamwar nagar nalla on retaining wall, currently in the dilapidating condition due old construction. The Repair of the existing Compound wall of the Nalla is require as it is the support to adjoining MHADA Buildings in the kannmavar Nagar and Slums. The immediate repair of the wall is required as it faces the erosion of the foundation soil of the existing building along the nalla. The erosion of the foundation of may jeopardize the buildings along the nalla. The width of Wall is 1 Meter and 1260 Meter Long. The Total Length of wall Reconstruction of the Wall along the Nalla is 1260 meter. The part 361 Meter of the wall fall in the ESZ of Thane Creek Flamingo Sanctuary. Officials of MCGM requested for CRZ Clearance for the project.

PP has submitted CRZ map in 1:4000 scale prepared by IRS, Chennai as per approved CZMP 2019. As per IRS Report, Length of Proposed Constructions in various CRZ

Description	CRZ - Classification	Length in Meters	Total Length in Meters
Proposed Northern Wall	CRZ - IA (50m Mangroves Buffer	245.69	831.67
	CRZ - IB	98.07	
	CRZ - II	13.78	
	Outside CRZ	474.13	
Proposed Southern Wall	CRZ - II	10.55	209.51
	Outside CRZ	198.96	

As per para 5.1.2 (CRZ-IB) 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,-
(f) measures to prevent sand bars, installation of tidal regulators, laying of storm water drains or for structure for prevention of salinity ingress and freshwater recharge"*

As per para 7(iii) of the CRZ Notification, 2019:



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"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 from time to time.
2. Prior High Court permission should be obtained, since part of proposed work is situated within 50 m mangrove buffer zone area, as per Hon'ble High Court order dated 17th September, 2018 in PIL 87/2006.
3. Noc from the mangrove cell should be obtained
4. MCGM to ensure that Nalla width should not be reduced while construction of RCC nalla
5. All other required permission from different statutory authorities should be obtained prior to commencement of work.



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Item No. 22: Proposed reconstruction of dilapidated Culvert/Bridge in R/Central ward culverts on Kumbharkala Nalla near Ravi Appt., Datta Mandir Road, Charkop, Mumbai by MCGM

Introduction:

The project proponent along with Consultant presented the proposal before the Authority. The proposal is for reconstruction of dilapidated Culvert/Bridge in R/Central ward culverts on Kumbharkala Nalla near Ravi Appt., Datta Mandir Road, Charkop, Mumbai.

The bridge/culvert is having single span. It was built for the internal road connectivity. BMC has carried inspection of bridge observed that the bridge is in dilapidated condition. Therefore, the bridge should be demolished and rebuilt.

The proposed reconstruction is planned for the repair of the existing culvert without increase of the construction foot print. Re-construction does not involve any cutting or disturbance to the mangroves. There is no cutting or felling of trees in the Project site. There will not be any obstruction to free flow of the water.

PP has submitted EIA & EMP report prepared by Centre for Envotech & Management Consultancy Private Limited (NABET Accredited Consultant). In conclusion, the Environmental Impact Assessment for the reconstruction of the Charkop Culvert/Bridge on Kumbharkala Nalla has provided a comprehensive understanding of the potential environmental effects associated with the proposed project. Through analysis and assessment, we have identified both positive and negative impacts on the surrounding ecosystem, communities, and natural resources.

Positive Impacts-

- Improved transportation infrastructure leading to enhanced connectivity and economic development.
- Potential positive effects on local employment during the construction phase.
- Free flow of water through the nallah. Withstanding Storm water/flood water. Preventing flash flooding.



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Temporary Negative Impacts-

- Disruption of regular flow of water in the nalah during construction.
- Increased noise and air pollution in the vicinity.
- Potential disturbance to local communities and habitats.

Deliberation:

The Authority noted that the PP has submitted CRZ map in 1:4000 scale prepared by IRS, Chennai as per approved CZMP 2019. As per IRS Report, proposed bridge is situated partly in CRZ-II area (48.31 sqm) and partly in Non CRZ area (52.27 sqm).

As per para 5.1.2 (CRZ-IB) 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;*

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

"(i) Activities as permitted in CRZ-I B, shall also be permissible in CRZ-II, in so far as applicable"

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 of bridge 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. 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.
3. 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.
4. Safe disposal of the wastewater should be ensured.
5. All other required permission from different statutory authorities should be obtained before starting construction at the site shall be ensured by Urban Local Body.



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Item No. 23: Proposed redevelopment of existing building on plot bearing C.T.S. no. 966b, of village Bandra-C, at Pali Mala Road, Bandra(west), Mumbai by M/s. Supreme Sky Ventures LLP

Introduction:

The project proponent along with Consultant presented the proposal before the Authority. The proposal is for redevelopment of existing building on plot bearing C.T.S. no. 966b, of village Bandra-C, at Pali Mala Road, Bandra(west), Mumbai.

As per presentation, the existing building of Ground + 1st to 8th Floor + Terrace Floor is standing on site and no work has yet been started on site.

Proposed building comprising of 2nd level Basement + 1st level Basement + Ground Floor + 1st Floor (Podium i.e. amenity floor) + 2nd to 15th Floor +Terrace Floor.

The plot is situated in Residential Zone and not reserved for public purpose as per DCPR 2034.

Plot area is 1534.30 Sqm, Total Construction area is 9720 Sqm

Deliberations:

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

The site under reference is falls in CRZ II and it is situated on the landward side of the Existing Road.

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

"Reconstruction of authorized 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 .."



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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 redevelopment 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, Fire NoC should be obtained before starting construction at the site shall be ensured by Urban Local Body.



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Item No. 24: Amendment in EC/CRZ for Proposed repairs limited to reconstruction of existing Cruise Terminal Building of Mumbai Port Trust at Ballard Pier Extension, Indira Dock, Mumbai by MbPT

Introduction:

The project proponent along with Consultant presented the proposal before the Authority. The proposal is for Amendment in EC/CRZ for Proposed repairs limited to reconstruction of existing Cruise Terminal Building of Mumbai Port Trust at Ballard Pier Extension, Indira Dock, Mumbai.

Earlier, the Proposal was considered in 127th meeting of MCZMA held on 02nd November 2018. Proposed International Cruise Terminal is comprises of Ground + 3rd floors under plot under reference. The plot area under consideration is 9,64,297.02 sqm and built up area is 38600.50 Sqm. Ground Floor: Departure of Cruise Terminal/ Cargo Storage of the Terminal / commercial activities. First floor: Arrival of Cruise terminal / commercial activities. Second and Third Floor: Permissible port commercial activities.

As per the approved CZMP under CRZ Notification, 2011, the plot under reference is situated in the CRZ II area. MbPT officials further presented that appropriate environment measures will be implemented in the proposed building. All domestic sewers will be disposed into MCGM drainage system through septic tanks into MBPT's covered drainage network. The Sewage treatment plant of 100 KLD is proposed to treat the sewage. All non-biodegradable waste such as paper, glass, plastic bottles etc. will be collected separately and sold to MbPT authorized vendor for recycle and reuse. All biodegradable waste will be collected by MbPT authorized vendor for proper disposal. Solid waste and wastewater will not be discharged into the coastal environment. Consequently contractors will ensure that there shall be no misuse of the coastal area and water body by workforce employed during construction phase

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



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1. The Local Body to ensure that FSI for the proposed construction is as per the town and country planning regulation existing as on 19.2.1991 before issuing commencement certificate to the project
2. Local body to ensure that reconstruction is permitted without change in present use of the present structure.
3. MCGM to ensure environment measure such as Sewage Treatment plant of adequate capacity, Organic waste convertor, green belt and energy efficient lighting system should be installed.
4. Local body to obtain Environment Clearance, if project attracts EIA Notification, 2006 (amended from time to time)
5. All other required permission from different statutory authorities should be obtained.

Further, The State Level Environment Impact Assessment Authority (SEIAA) accorded Environmental Clearance (SIA/MH/MIS/133567/2019) dated 31st, March 2020 to the proposed project


Now, PP has proposed amendment in the proposal. Comparative statement are as under-

S. No	Project Details	Details as per previous EC		Proposed Amendment	
1	Plot area in Sq.m	62098.8		62098.8	
2	Permissible FSI area in Sq.m	--		50172.64	
3	Non FSI area in Sq.m	--		16462.16	
4	Total Construction area in Sq.m	50381.2		66634.8	
5	Project Cost in Rs.	441.3 Cr.		114.55 Cr.	
				Total project cost (441.3 Cr +114.55 Cr = 555.85 Cr)	
6	No. of buildings with floors	Building Name	Floors	Building Name	Floors
		MICT	G +3	MLCP	G +5

MbPA (Planning Authority) has issued Letter of Approval (LOA) on 02.02.2024.



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Deliberation:

The Authority noted that the site under reference is falls in CRZ II as per approved CZMP 2019. PP has submitted the CRZ map in 1:4000 scale prepared by IRS, Chennai. As per CRZ map, project site is falls in CRZ II.

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

"Reconstruction of authorized 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 7(iv) of the CRZ Notification, 2019:

"Projects or activities which attract the provisions of this notification as also the provisions of EIA notification, 2006 number S.O. 1533(E), dated the 14th September, 2006, shall be dealt with for a composite Environmental and CRZ clearance under EIA Notification, 2006 by the concerned approving Authority, based on recommendations of the concerned Coastal Zone Management Authority, as per delegations i.e., State Environmental Impact Assessment Authority (hereinafter referred to as the SEIAA) for category 'B' projects."

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. MbPA 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 SEIAA subject to compliance of following conditions:

1. The proposed redevelopment 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. MbPA should strictly ensure that the proposed redevelopment is within the limit of permissible FSI as per Town and Country planning regulations



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existed as on 18th January, 2019 before issuing commencement certificate to the project.

3. PP to obtain the Environmental Clearance under EIA Notification, 2006, since total construction area exceeds 20,000 Sqm.
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 Civil Aviation NOC or CCZM certificate, Fire NoC should be obtained before starting construction at the site shall be ensured by Urban Local Body.



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Item No. 25: Proposed redevelopment of building on plot bearing C.T.S. No. 1045 of village Juhu, F.P. nos. 29-31-32-G of TPS II, Santacruz, Santacruz (W), Mumbai by M/s Seasons Enterprises Private Limited

Introduction:

The project proponent along with Consultant presented the proposal before the Authority. The proposal is for redevelopment of building on plot bearing C.T.S. No. 1045 of village Juhu, F.P. nos. 29-31-32-G of TPS II, Santacruz, Santacruz (W), Mumbai.

As per presentation, the existing building of Ground floor + 1st to 4th Upper Floor structure , which has been demolished at site.

Proposed residential cum non residential building comprising of Lower Basement + Upper Basement for Parking + Ground Floor + 1st + 2nd +3rd (for non - residential (departmental store use) floor as one separate wing (Wing A) with separate entry + Service Floor for transfer Grid + 4th to 7th Upper floor for residential flats as separate wings(Wing B & C) with separate entry having total height 31.99mt. Up to terrace floor .

The plans are proposed in lieu of plot potential FSI + 0.50 govt. F.S.I. by paying premium + admissible TDR + by availing permissible FSI + by availing FSI advantage + by availing fungible compensatory BUA + by claiming Staircase, lift, lift lobby area free of F.S.I. as per provision of 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. Vide No. P-14715/2023) /K/W WARD/FP/337/1/NEW dated 03.03.2023. The IOD has been issued on 31.03.2023.

The plot is situated in Residential Zone and not reserved for public purpose as per DCPR 2034.

Plot area is 1,707.10 Sqm, BUA for FSI purpose is 5,261.50 Sqm, Non FSI area is 5,471.25 Sqm, Total Construction area is 10,732.75 Sqm



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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 IRS report, project site is falls in CRZ II and situate on landward side of existing road as per approved CZMP 2019.

The site under reference is falls in CRZ II and it is situated on the landward side of the Existing Road.

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

"Reconstruction of authorized 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 redevelopment 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 Civil Aviation NOC or CCZM certificate, Fire NoC should be obtained before starting construction at the site shall be ensured by Urban Local Body.



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Item No. 27: CRZ Status for the building known as 'Govind Niwas' plot bearing FP No. 644, TPS IV, Mahim Division CS No. 11/1710, Ranade Road extension, Shivaji park, Dadar (W), Mumbai by M/s. Bhaas Infrastructure

Introduction:

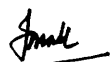
PP submitted the CRZ map in 1: 4000 scale prepared by IRS, Chennai under CRZ Notification, 2019. As per the said map, the proposed development at project site bearing F. P No. 644 of TPS IV of Mahim Division in G/N Ward, Mumbai is fully falls outside CRZ, as per approved CZMP 2019.

Decision:

After deliberation, the Authority decided to confirm that project site bearing F. P No. 644 of TPS IV of Mahim Division in G/N Ward, Mumbai is fully falls outside CRZ, as per approved CZMP 2019.



Member Secretary



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Item No. 28: Construction of building on land bearing plot no. 3 & 4, sector 15, Dronagiri, Tal. Uran, Dist. Raigad by M/s. Mukund Arss

Introduction:

The project proponent along with consultant presented the proposal before the Authority. The CIDCO has sent the proposal as per SOP prepared based on the clarification dated 14th March, 2022 issued by the MoEF&CC, Delhi.

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:

"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.



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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.

Deliberations:

The Authority noted that the 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	CRZ status as per approved CZMP under CRZ Notification, 2011	Whether site is situated within 50 m mangrove buffer zone area
Node	Sector No.	Plot No.				
Dronagiri	15	3+4	30/12/2010	Not affected	CRZ-II	No
Type of development			Residential (12.5% Scheme)			


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The Authority noted that the proposal attracts the SOP of the MCZMA prepared as per the MoEF&CC clarification dated 14th March, 2022.

The Authority also noted the Order dated 27.04.2022 passed by Hon. High Court in WP No. 8450 of 2021 (Mukund ARRS Developers Vs CIDCO & Ors).

Decision:

In the light of above, the Authority after deliberation decided that Concerned Planning Authority can grant the Occupation Certificate to the building on plot under reference, as per clarification letter dated 14th March, 2022 by the MoEF&CC, New Delhi



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Item No. 29: Proposed construction of residential building at S. No. 34/2, 37/1, 37/2, 38/1, 38/2, 38/3, 38/4, 38/5 & 39 village Kolshet Dist. Thane by M/s. Tarang Developers

Introduction:

The project proponent along with consultant presented the proposal before the Authority. The proposal is for construction of residential building at S. No. 34/2, 37/1, 37/2, 38/1, 38/2, 38/3, 38/4, 38/5 & 39 village Kolshet Dist. Thane.

The project is having 4 buildings, building 1 and 2 comprises of Gr / St + 7 floors, Building 3 comprises of Gr/ St + 5 floors and Building 4 comprises of Gr/ st + 4th + 5(pt) on plot under reference.

Deliberation:

The Ministry of Environment, Forest & Climate Change (MoEF&CC), New Delhi, vide G.S.R. 37(E) dated 18.01.2019 has published the CRZ Notification, 2019 in supersession of earlier CRZ Notification, 2011. The Ministry of Environment, Forest & Climate Change (MoEF&CC), New Delhi vide letter dated 25.08.2023 has approved the CZMPs of Thane District, under provisions of the CRZ Notification, 2019. The MoEF&CC also directed Coastal States to process all CRZ clearance proposals online on PARIVESH 2.0 Portal Only.

The Authority observed that CRZ map in 1:4000 scale prepared by MoEF&CCC authorised agency superimposing the proposed buildings as per approved CZMP, 2019 is not submitted by PP.

Decision:

After deliberation, the Authority decided to defer the proposal for want of above information and asked PP to submit proposal on PARIVESH 2.0 Portal <https://parivesh.nic.in/> with all mandatory documents for seeking prior CRZ Clearance for areas falling in CRZ areas, as per approved CZMPs under CRZ Notification, 2019, which is in force at present.



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Item No. 30: Proposed Slum Rehabilitation scheme of Mahtma Jyotiba Phule SRA SHS, Garib Janta SRA SCH & Amrapali SRA CHS on plot bearing C. S. no. 1984 corresponding to plot no. 143 (pt), 146 (pt), 147 (pt) of Block no. III & IV of Backbay Reclamation, Opp. Badhwar Park, Captain Prakash Pethe Marg, A ward, Mumbai by M/s Neumec Estate

Introduction:

The project proponent along with consultant presented the proposal before the Authority. The proposal is of Slum Rehabilitation scheme of Mahtma Jyotiba Phule SRA SHS, Garib Janta SRA SCH & Amrapali SRA CHS on plot bearing C. S. no. 1984 corresponding to plot no. 143 (pt), 146 (pt), 147 (pt) of Block no. III & IV of Backbay Reclamation, Opp. Badhwar Park, Captain Prakash Pethe Marg, A ward, Mumbai.

The proposed project is a slum redevelopment scheme comprising of 2 Rehab building and one sale building.

Rehab 1:	Basement (for services + Ground for commercial) + 1 st to 37 th residential floor
Rehab 2:	Ground floor
Sale 1:	Basement + Ground + 1 st (for commercial) + 2 nd to 9 th podium for parking + 10 th Amenity floor + 11 th Refuge & Amenity floor + 12 th to 45 th residential floor

The proposed SR scheme has been approved by the CEO, SRA and LOI is issued on 12.1.2021.

Plot area is 4,312.30 Sqm, FSI proposed to be consumed is 5.4963, total construction area (Rehab + Sale) is 39,518.00 Sqm

Deliberation:

The PP has submitted the CRZ map in 1:4000 scale prepared by IRS, Chennai. The report of the IRS concludes as follows:

- The project site falls partially in CRZ II and remaining outside CRZ area as per approved CZMP (MH 72) map vide CRZ Notification 2019.



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- The proposed building (Sale Bldg) inside the project site falls entirely in CRZ II area as per approved CZMP (MH 72) map vide CRZ Notification 2019
- The proposed building (Rehab Building 1 and 2) inside the project site falls entirely outside CRZ area as per approved CZMP (MH 72) map vide CRZ Notification 2019

Proposed site details in various CRZ area:

Sr No.	Description	CRZ classification	Area in Sqm	Total area in Sqm
1	Proposed site boundary	CRZ II	2498.70	4312.30
		Outside CRZ	1813.60	
2	Proposed building (Sale Bldg)	CRZ II	488.17	488.17
3	Proposed building (Rehab Bldg 1)	Outside CRZ	480.61	480.61
4	Proposed building (Rehab Bldg 2)	Outside CRZ	40.14	40.14

The PP presented that the project site situated in CRZ -II and on landward side of existing authorised structures.

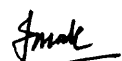
The Authority asked PP to submit superimposition of existing authorised fixed structures and proposed buildings on CRZ map in 1:4000 scale & report prepared by NCSCM, Chennai

Decision:

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



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Item No. 31: Construction on land bearing plot no. R-1, Sector 40, Nerul, Navi Mumbai by M/s L & T (Hiten Sethi & Associates)

Introduction:

The project proponent along with consultant presented the proposal before the Authority. Consultant presented that the proposal is for construction on land bearing plot no. R-1, Sector 40, Nerul, Navi Mumbai.

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:

"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 MoEFCC.

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.



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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 noted that the NMMC vide letter dated 01.07.2022 sent following information:

Project details	Project Location	Date of Commencement certificate issued by Planning Authority	CRZ status as per approved CZMP, as per CRZ Notification, 1991	CRZ status as per approved CZMP under CRZ Notification, 2011	Whether site is situated within 50 m mangrove buffer zone area
Integrated Seawood Project on plot No. R-1, Sector-40,	The said plot is situated on landward side of the existing road, 30.00 m	1. CC date 18.03.2009 2. Amended CC dated 31/07/2009,	The land bearing Plot No. R-1, Sector-40, Nerul, Navi	The land partly affected as per approved	Proposal site is not situated within 50 mtr


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Nerul, Navi Mumbai	& 20.00 m	04/02/2013 24/11/2015 3. Part OC dated 12/09/2016, 21/09/2019 4. Amended CC dated 11/01/2019, 19/03/2019, 22/06/2020	Mumbai was ' not affected by CZMP 1991	CZMP as per CRZ Notificatio n, 2011	Mangrove Buffer Zone area
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Deliberation:

The remarks of NMMC states that since the plot was not affected by sanctioned CZMP, 1991, the NMMC had granted the development permission on 18.3.2009 and thereafter amended development permissions were also granted by NMMC. The NMMC vide letter dated 12.9.2016 & 21.09.2019 granted an part occupation certificate.

The Authority noted from the remarks of the NMMC that when the development permission were granted for the project, the site under reference was situated outside CRZ area, as per CZMP under CRZ Notification, 1991 and accordingly, the construction was carried out.

The Authority noted that the proposal attracts the SOP of the MCZMA prepared as per the MoEF&CC clarification dated 14th March, 2022.

Decision:

In the light of above, the Authority after deliberation decided that Concerned Planning Authority can grant the Occupation Certificate to the building on plot under reference, as per clarification letter dated 14th March, 2022 by the MoEF&CC, New Delhi



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Table Item No. 1: CRZ status for the land bearing plot no. 68, CS no. 1778, Mahim Division, G/N ward, Keluskar Marg, Dadar (W), Mumbai by Shri. Kheraj Chhadva

Introduction:

PP submitted the CRZ map in 1: 4000 scale prepared by IRS, Chennai under CRZ Notification, 2019. As per the said map, the project site bearing land bearing plot no. 68, CS no. 1778, Mahim Division, G/N ward, Keluskar Marg, Dadar (W), Mumbai is fully falls outside CRZ, as per approved CZMP 2019.

Decision:

After deliberation, the Authority decided to confirm that project site bearing land bearing plot no. 68, CS no. 1778, Mahim Division, G/N ward, Keluskar Marg, Dadar (W), Mumbai is fully falls outside CRZ, as per approved CZMP 2019.



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Table Item No. 2: Construction of Commercial building on land bearing plot no. 42 & 43, Sector 15 at Belapur, Navi Mumbai by M/s Mayuresh (Mr. Gopal Barasiya)

Introduction:

The project proponent along with consultant presented the proposal before the Authority. The proposal is for construction of commercial building on land bearing plot no. 42 & 43, Sector 15 at Belapur, Navi Mumbai.

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:

"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



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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 NMMC vide letter dated 13.04.2023 sent following information:

Project details	Project Location	Date of Commencement + certificate issued by Planning Authority	CRZ status as per approved CZMP, as per CRZ Notification , 1991	CRZ status as per approved CZMP under CRZ Notification , 2011	Whether site is situated within 50 m mangrove buffer zone area
Project on plot n. 42 &	The said project is situated	Commencement Certificate dated	Out of the land bearing plot no. 42 &	The land is not affected as per	Plot is not situated within 50



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43, Sector - 15, Belapur , Navi Mumbai	on landward side of the existing road & authorise d structure	27/12/2007	43, Sector 15 Belapur, Navi Mumbai 60.00 sqm area of plot no. 43 is seen to be affected by CZMP 1991	approved CZMP prepared as per CRZ Notification 2011	mtr. Mangrove s buffer zone area
As per 1991 CZMP plans there is no construction, sanctioned / proposed or constructed on CRZ-II affected portion of the land under reference					

Consultant presented that, part occupation certificate issued by NMMC on 04.06.2021, excluding the 60 sqm CRZ area.

Deliberations:

The Authority noted that, the PP has submitted the CRZ map (1:4000 scale) & report of the IRS, Chennai, as per approved CZMP under CRZ Notification, 1991 & 2011. As per IRS report, the project site is partly falls in CRZ-II (60 sqm) and remaining area (4979.15 sqm) outside CRZ as per CRZ Notification 1991. However, the building in the project site completely falls outside CRZ. Further, the project site completely falls outside CRZ area as per CZMP under CRZ Notification, 2011.

The Authority noted that concern planning authority granted the CC in the year 2007, at the relevant time, the plot was situated partly in CRZ area, as per approved CZMP under CRZ, 1991, however, construction of building was situated in Non CRZ area. Construction is completed on site and pending for Full OC.

Decision:

In the light of above, the Authority after deliberation decided that Concerned Planning Authority can grant the Occupation Certificate to the building on plot under reference, as per clarification letter dated 14th March, 2022 by the MoEF&CC, New Delhi.



Member Secretary



Chairman