

*Minutes of 163rd meeting of the Maharashtra Coastal Zone Management Authority held on
2nd and 3rd February, 2023*

The 163rd meeting of the Maharashtra Coastal Zone Management Authority (MCZMA) was held under the Chairmanship of Principal Secretary (Environment and Climate Change). In view of present pandemic situation of COVID-19, it was decided to appraise the proposals by using information technology facilities. Hence, the proposals were appraised through Videoconferencing technology on Cisco WebEx platform on 2nd and 3rd February, 2023. List of members present in the meeting is at **Annexure-I**.

Item No.1: Proposed construction of building no. 16 (pocket VII) situated on land bearing S. No. 113 (pt), CTS No. 356 A, of village Hariyali, Kannamwar Nagar, Vikroli (E), Mumbai by MHADA

INTRODUCTION:

The officials of MHADA along with consultant presented the proposal before the Authority. The proposal was earlier deliberated in 160th meeting held on 2.8.2022 of MCZMA. 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. Proposed redevelopment should be in accordance with provision of the CRZ Notification, 2019.
2. Local body should strictly ensure that the proposed reconstruction is within the limit of permissible FSI as per DCR as on 18th January, 2019. before issuing commencement certificate to the project.
3. Prior High Court permission shall be obtained by the PP, since part of the project site falls within 50 m mangrove buffer zone
4. Debris generated during the project activity should not be dumped in CRZ area. It should be processed scientifically at a designated place.
5. Local body to ensure that the Solid Wastes are handled as per Solid Waste Management Rules and no untreated sewage is discharged on to the coast or coastal waters.
6. All other required permission from different statutory authorities should be obtained.

The MHADA officials presented that the project site is beyond 50 m mangrove buffer zone area. The Physical CRZ survey of the project site has been carried out by IRS, Chennai and as per the CZMP (1:4000 scale prepared by IRS as per approved CZMP, 2019), the project falls outside of the mangroves buffer area. Hence, MHADA has requested for



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exemption from obtaining the prior High Court permission. It was requested to delete the said condition from the recommendation.

DELIBERATIONS:

The Authority perused the CRZ map (1:4000 scale) prepared by IRS as per approved CZMP, 2019, and observed that the project site is situated beyond 50 m mangrove buffer zone area. When asked the presence of vegetation near the site, the MHADA officials informed that the vegetation seen near the project site from the google image area other terrestrial vegetation and not mangroves. From the CRZ survey carried out by the IRS, Chennai, it is observed that the site is situated beyond is 50 m mangrove buffer zone area.

DECISION:

In the light of above, the Authority after deliberation decided to replace the condition no. 3) i.e. "Prior High Court permission shall be obtained by the PP, since part of the project site falls within 50 m mangrove buffer zone" as "MHADA should strictly ensure that there should not be construction in 50 m mangrove buffer zone area"


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Item No.2: Proposed construction building no. 1 (pocket V) situated on land bearing S. No. 113(pt), CTS No. 356A of village Hariyali, Kannamwar Nagar, Vikroli (E), Mumbai by MHADA

INTRODUCTION:

The officials of MHADA along with consultant presented the proposal before the Authority. The proposal was earlier deliberated in 160th meeting held on 2.8.2022 of MCZMA. 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. Proposed redevelopment should be in accordance with provision of the CRZ Notification, 2019.
2. Local body should strictly ensure that the proposed reconstruction is within the limit of permissible FSI as per DCR as on 18th January, 2019 before issuing commencement certificate to the project.
3. Prior High Court permission shall be obtained by the PP, since part of the project site falls within 50 m mangrove buffer zone
4. Debris generated during the project activity should not be dumped in CRZ area. It should be processed scientifically at a designated place.
5. Local body to ensure that the Solid Wastes are handled as per Solid Waste Management Rules and no untreated sewage is discharged on to the coast or coastal waters.
6. All other required permission from different statutory authorities should be obtained

The MHADA officials presented that the project site is beyond 50 m mangrove buffer zone area. The Physical CRZ survey of the project site has been carried out by IRS, Chennai and as per the CZMP (1:4000 scale prepared by IRS as per approved CZMP, 2019), the project falls outside of the mangroves buffer area. Hence, MHADA has requested for exemption from obtaining the prior High Court permission. It was requested to delete the said condition from the recommendation.

DELIBERATIONS:

The Authority perused the CRZ (1:4000 scale) prepared by IRS as per approved CZMP, 2019, and observed that the project site is just touching the 50 m mangrove buffer zone area. MHADA officials presented that that from the high resolution map, it is clear that the site is situated beyond 50 m mangrove buffer zone area. Moreover, the MHADA assured that that construction will not be carried out in 50 m mangrove buffer zone area.


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DECISION:

In the light of above, the Authority after deliberation decided to replace the condition no. 3) i.e. "Prior High Court permission shall be obtained by the PP, since part of the project site falls within 50 m mangrove buffer zone" as "MHADA should strictly ensure that there should not be construction in 50 m mangrove buffer zone area"


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Item No.3: Proposed construction of anti-sea erosion bund in front of Shri. Rajan. C. Kocharekar house, village - Talashil, Tal. Malvan, Dist. Sindhudurg by PWD, Sindhudurg

INTRODUCTION:

The PWD officials along with consultant presented the proposal before the Authority. Earlier, the subject proposal was discussed in 160th meeting of MCZMA held on 5th August, 2022, wherein the Authority sought Site specific EIA report prepared by NABET Accredited Consultant and Soft measures.

The Harbour Engineer (PWD), Sindhudurg vide letter dated 20.10.2022 submitted the fresh proposal along with site specific EIA Report prepared by NABET Accredited Consultant M/s Enkay Enviro Services Pvt. Total length of the anti-sea erosion bund is 195 meter at in front of Shri.Rajan C. Kocharekar house site in Sindhudurg District. As per PWD remarks, the site of coastal protection works falls in CRZ I (B) area.

DELIBERATIONS:

The PWD officials presented that the soft measures were explored for the site. However, it is found that soft measures proves to be inefficient for coastal protection considering the high sea wave action at the site. With soft solution, there is a danger of flooding in the area. Considering the human habitation along the coastline, it is vital to provide the hard structures so that is could withstand the high wave action especially in storm situation. Hence, the PWD has proposed the anti-sea erosion bund as suggested by the CWPRS.

Dr. Kudale, Expert Member expressed that during monsoon season, the water may reach upto the site, hence, bund is required. He further opined that cross section of the proposed bund is small and would not occupy much area of the beach. He advised PWD that precaution should be taken while construction that proposed bund does not occupy the considerable beach area


Dr. Shindikar, Expert Member advised that on seaward side of the proposed bund, natural creepers should be planted so that the life of the proposed bund could be lengthened.

As per submission, the site of coastal protection works falls in CRZ I (B) area, as per approved CZMP, 2011.

The Authority noted that as per para 4(i) (f) of the CRZ, 2011, following is permissible - construction and operation for ports and harbours, jetties, wharves, quays, slipways, ship construction yards, breakwaters, groynes, erosion control measures;



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

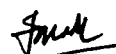
DECISION:

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

1. Proposed activity should in accordance with provision of the CRZ Notification, 2011 (amended from time to time)
2. PWD to ensure that anti sea erosion bund is proposed on landward side of the High Tide Line of the coastline and considering High Water level. Beach area should not be reduced due to the proposed bund.
3. Precaution should be taken by PWD while construction that proposed bund does not occupy the beach area
4. On seaward side of the proposed bund, natural creepers should be planted by PWD.
5. Natural geo-morphological features like sand dune, turtle breeding sites, mangroves if any should not be disturbed.
6. Natural stream, creeklets and natural water bodies should not be disturbed and reclaimed while implementing the coastal protection works.
7. Debris generated during the project activity should not be dumped in CRZ area. It should be processed scientifically at a designated place.
8. PWD to implement recommendations of the EIA / EMP report for mitigation of environment impacts
9. All other required permission from different statutory authorities should be obtained.



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Item No.4: **Proposed construction of anti-sea erosion bund at village
Kunkeshwar, Tal. Devgad, Dist. Sindhudurg by PWD, Sindhudurg**

The consultant during the meeting informed that the PWD has withdrawn the said proposal, as the site is not found suitable for construction of anti-sea erosion bund. Hence, the Authority decided to delist the matter from the records of the MCZMA.


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Item No.5: Proposed construction of anti-sea erosion bund at talashil from Savalaram Dhaku Chodanekar to Shri. Rajan. C. Kocharekar house, village - Talashil, Tal. Malvan, Dist. Sindhudurg by PWD, Sindhudurg

INTRODUCTION:

The PWD officials along with Consultant presented the proposal before the Authority. Earlier, the subject proposal was discussed in 160th meeting of MCZMA held on 5th August, 2022, wherein the Authority sought Site specific EIA report prepared by NABET Accredited Consultant and Soft measures for coastal protection works for the site

The Harbour Engineer (PWD), Sindhudurg vide letter dated 20.10.2022 submitted the fresh proposal along with site specific EIA Report prepared by NABET Accredited Consultant M/s Enkay Enviro Services Pvt. Total length of the anti-sea erosion bund is 390 meter at talashil from Savlaram Dhaku Chodanekar to Shri.Rajan C. Kocharekar house site in Sindhudurg District. As per PWD remarks, the site of coastal protection works falls in CRZ I (B) area.

DELIBERATIONS:

The PWD officials presented that the bund is proposed wherever there are houses of local villagers for providing protection against the coastal erosion. Soft measures at the site would be impractical since there is high wave action and often water enters into the area causing flooding around the area. PWD officials presented that the bund is proposed in accordance with the CWRPS design.

Dr. Kundale, Expert Member opined that the normally the bund is proposed in continuous manner. However, PWD has proposed bund leaving gaps in between which may result in water entering into the gaps causing damage to the bund.

Dr. Andheria also agreed and expressed that discontinuous bund may cause inundation in the area and hence suggested continuous bund at the projects site.

PWD officials presented that in the first phase, keeping in view the protection requires for the houses of local villagers, the bund is proposed in discontinuous manner wherever there is requirement of the bund. However, PWD would consider the suggestion of the Expert members. PWD officials requested the approval for the present proposal in the first phase considering the urgency.



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As per submission, the site of coastal protection works falls in CRZ I (B) area, as per approved CZMP, 2011.

The Authority noted that as per para 4(i) (f) of the CRZ, 2011, following is permissible - construction and operation for ports and harbours, jetties, wharves, quays, slipways, ship construction yards, breakwaters, groynes, erosion control measures;

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

DECISION:

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

1. Proposed activity should in accordance with provision of the CRZ Notification, 2011 (amended from time to time)
2. PWD to ensure that anti sea erosion bund is proposed on landward side of the High Tide Line of the coastline and considering High Water level. Beach area should not be reduced due to the proposed bund.
3. Precaution should be taken by PWD while construction that proposed bund does not occupy the beach area
4. On seaward side of the proposed bund, natural creepers should be planted by PWD.
5. Natural geo-morphological features like sand dune, turtle breeding sites, mangroves if any should not be disturbed.
6. Natural stream, creeklets and natural water bodies should not be disturbed and reclaimed while implementing the coastal protection works.
7. Debris generated during the project activity should not be dumped in CRZ area. It should be processed scientifically at a designated place.
8. PWD to implement recommendations of the EIA / EMP report for mitigation of environment impacts
9. All other required permission from different statutory authorities should be obtained.


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Item No.6: **Proposed construction of anti-sea erosion bund at village
Navabag, Tal. Vengurla, Dist. Sindhudurg by PWD, Sindhudurg**

INTRODUCTION:

The PWD officials along with Consultant presented the proposal before the Authority. Earlier, the subject proposal was discussed in 160th meeting of MCZMA held on 5th August, 2022, wherein the Authority sought Site specific EIA report prepared by NABET Accredited Consultant and Soft measures for coastal protection works for the site

The Harbour Engineer (PWD), Sindhudurg vide letter dated 20.10.2022 submitted the fresh proposal along with site specific EIA Report prepared by NABET Accredited Consultant M/s Enkay Enviro Services Pvt. Total length of the anti-sea erosion bund is 190 meter at village Navabag site in Sindhudurg District. As per PWD remarks, the site of coastal protection works falls in CRZ I (B) area.

DELIBERATIONS:

The PWD officials presented that the soft measures at site could prove to be temporary solution against the coastal erosion. With soft solution, there is a danger of flooding in the area. Considering the human habitation along the coastline, it is vital to provide the hard structures so that it could withstand the high wave action especially in storm situation. Hence, the PWD has proposed the anti-sea erosion bund as suggested by the CWPRS.

Dr. Chaubey, Expert Member expressed that at the site mostly coconut trees are seen from the google image. PWD official presented that houses of local villagers are also present at the site which requires protection against the coastal erosion.

Dr. Kudale, Expert Member observed that there is existing sea wall at the site and cross section of the proposed bund is similar to existing one. However, there is pristine beach in front of the proposed bund which needs protection. Hence, proposed bund should not encroach upon the beach. PWD officials presented that proposed bund would be similar to existing bund and there would not be any construction on the beach area.

As per submission, the site of coastal protection works falls in CRZ I (B) area, as per approved CZMP, 2011.

The Authority noted that as per para 4(i) (f) of the CRZ, 2011, following is permissible - construction and operation for ports and harbours, jetties, wharves, quays, slipways, ship construction yards, breakwaters, groynes, erosion control measures;



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

DECISION:

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

1. Proposed activity should in accordance with provision of the CRZ Notification, 2011 (amended from time to time)
2. PWD to ensure that anti sea erosion bund is proposed on landward side of the High Tide Line of the coastline and considering High Water level. Beach area should not be reduced due to the proposed bund.
3. Precaution should be taken by PWD while construction that proposed bund does not occupy the beach area
4. On seaward side of the proposed bund, natural creepers should be planted by PWD.
5. Natural geo-morphological features like sand dune, turtle breeding sites, mangroves if any should not be disturbed.
6. Natural stream, creeklets and natural water bodies should not be disturbed and reclaimed while implementing the coastal protection works.
7. Debris generated during the project activity should not be dumped in CRZ area. It should be processed scientifically at a designated place.
8. PWD to implement recommendations of the EIA / EMP report for mitigation of environment impacts
9. All other required permission from different statutory authorities should be obtained.


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Item No.7: **Proposed construction of anti-sea erosion bund at Shree Krishna Temple to Moreshwar Temple, Dandi, Tal. Malvan, Dist. Sindhudurg by PWD, Sindhudurg**

INTRODUCTION:

The PWD officials along with Consultant presented the proposal before the Authority. Earlier, the subject proposal was discussed in 160th meeting of MCZMA held on 5th August, 2022, wherein the Authority sought Site specific EIA report prepared by NABET Accredited Consultant and Soft measures for coastal protection works for the site

The Harbour Engineer (PWD), Sindhudurg vide letter dated 20.10.2022 submitted the fresh proposal along with site specific EIA Report prepared by NABET Accredited Consultant M/s Enkay Enviro Services Pvt. Total length of the anti-sea erosion bund is 220 meter at Shree Krishna Temple to Moreshwar Temple, Dandi, Tal. Malvan site in Sindhudurg District. As per PWD remarks, the site of coastal protection works falls in CRZ I (B) area.

DELIBERATIONS:

The PWD officials presented that there was existing bund at the site which is in ruinous condition. The bund is proposed for protection of houses of local villagers against the coastal erosion. Soft measures at the site would be impractical since there is high wave action and often water enters into the area causing flooding around the area. PWD officials presented that the bund is proposed in accordance with the CWRPS design.

Dr. Chubey, Expert Member expressed that proposed bund should in conformity with the existing bund and there should not be construction on the beach.

As per submission, the site of coastal protection works falls in CRZ I (B) area, as per approved CZMP, 2011.

The Authority noted that as per para 4(i) (f) of the CRZ, 2011, following is permissible - construction and operation for ports and harbours, jetties, wharves, quays, slipways, ship construction yards, breakwaters, groynes, erosion control measures;

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



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DECISION:

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

1. Proposed activity should in accordance with provision of the CRZ Notification, 2011 (amended from time to time)
2. PWD to ensure that anti sea erosion bund is proposed on landward side of the High Tide Line of the coastline and considering High Water level. Beach area should not be reduced due to the proposed bund.
3. Precaution should be taken by PWD while construction that proposed bund does not occupy the beach area
4. On seaward side of the proposed bund, natural creepers should be planted by PWD.
5. Natural geo-morphological features like sand dune, turtle breeding sites, mangroves if any should not be disturbed.
6. Natural stream, creeklets and natural water bodies should not be disturbed and reclaimed while implementing the coastal protection works.
7. Debris generated during the project activity should not be dumped in CRZ area. It should be processed scientifically at a designated place.
8. PWD to implement recommendations of the EIA / EMP report for mitigation of environment impacts
9. All other required permission from different statutory authorities should be obtained


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Item No.8: **Proposed construction of anti-sea erosion bund at village Bhogve,
Tal. Vengurla, Dist. Sindhudurg by PWD, Sindhudurg**

INTRODUCTION:

The PWD officials along with Consultant presented the proposal before the Authority. Earlier, the subject proposal was discussed in 160th meeting of MCZMA held on 5th August, 2022, wherein the Authority sought Site specific EIA report prepared by NABET Accredited Consultant

The Harbour Engineer (PWD), Sindhudurg vide letter dated 20.10.2022 submitted the fresh proposal along with site specific EIA Report prepared by NABET Accredited Consultant M/s Enkay Enviro Services Pvt. Total length of the anti-sea erosion bund is 125 meter at village Bhogave site in Sindhudurg District. As per PWD remarks, the site of coastal protection works falls in CRZ I (B) area.

DELIBERATIONS:

The PWD officials presented that anti-sea erosion bund is proposed considering the necessity at the site and considering the design suggested by the CWPRS. And, whenever there are houses and vulnerable settlements, bund is proposed for protection against the coastal erosion.

The Authority opined that PWD need to address the problem of coastal erosion holistically by giving the treatment of erosion control in considerable length of coastal stretch in continuous manner, instead of piecemeal way. This will not only help in protecting the vulnerable human settlement but also help in protecting the precious soil strata in the coastal area. This will prevent the ingress of sea water into the agricultural fields.

Expert Members added that coastal erosion is a global issue and worldwide the coastal engineers/ managers are deliberating upon to find the nature friendly solution to the coastal erosion problem. Wherever there is high sea wave action and likely storm situation, the PWD need to devise the erosion control measures in Holistic way taking into consideration the total length of affected coastal stretch instead of piecemeal proposal.

Dr. Shindikar, Expert Member suggested that natural creepers should be planted which helps in sustaining the proposed bund for longer period. Further, bund should not be proposed wherever there is creeklet, river or water bodies in the coastal stretch.

As per submission, the site of coastal protection works falls in CRZ I (B) area, as per approved CZMP, 2011.



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The Authority noted that as per para 4(i) (f) of the CRZ, 2011, following is permissible - construction and operation for ports and harbours, jetties, wharves, quays, slipways, ship construction yards, breakwaters, groynes, erosion control measures;

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

DECISION:

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

1. Proposed activity should in accordance with provision of the CRZ Notification, 2011 (amended from time to time)
2. PWD to ensure that anti sea erosion bund is proposed on landward side of the High Tide Line of the coastline and considering High Water level. Beach area should not be reduced due to the proposed bund.
3. Precaution should be taken by PWD while construction that proposed bund does not occupy the beach area
4. On seaward side of the proposed bund, natural creepers should be planted by PWD.
5. Natural geo-morphological features like sand dune, turtle breeding sites, mangroves if any should not be disturbed.
6. Natural stream, creeklets and natural water bodies should not be disturbed and reclaimed while implementing the coastal protection works.
7. Debris generated during the project activity should not be dumped in CRZ area. It should be processed scientifically at a designated place.
8. PWD to implement recommendations of the EIA / EMP report for mitigation of environment impacts
9. All other required permission from different statutory authorities should be obtained


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Item No.9: Proposed construction of anti-sea erosion bund at village Sagreshwar kurlwadi, Tal. Vengurla, Dist. Sindhudurg by PWD, Sindhudurg

INTRODUCTION:

The PWD officials along with Consultant presented the proposal before the Authority. Earlier, the subject proposal was discussed in 160th meeting of MCZMA held on 5th August, 2022, wherein the Authority sought Site specific EIA report prepared by NABET Accredited Consultant and Soft measures for coastal protection works for the site

The Harbour Engineer (PWD), Sindhudurg vide letter dated 20.10.2022 submitted the fresh proposal along with site specific EIA Report prepared by NABET Accredited Consultant M/s Enkay Enviro Services Pvt. Total length of the anti-sea erosion bund is 125 meter at village Sagreshwar Kurlwadi, Tal. Vengurla site in Sindhudurg District. As per PWD remarks, the site of coastal protection works falls in CRZ I (B) area.

DELIBERATIONS:

The PWD officials presented that the bund is proposed wherever there are houses of local villagers for providing protection against the coastal erosion. Soft measures at the site would be impractical since there is high wave action and often water enters into the area causing flooding around the area. PWD officials presented that the bund is proposed in accordance with the CWRPS design.

The Authority opined that PWD need to address the problem of coastal erosion holistically by giving the treatment of erosion control in considerable length of coastal stretch in continuous manner, instead of piecemeal way. This will not only help in protecting the vulnerable human settlement but also help in protecting the precious soil strata in the coastal area. This will prevent the ingress of sea water into the agricultural fields.

Dr. Chaubey, Expert Member from the google image observed that, the PWD may propose bund on southward side as well.

Dr. Kudale, Expert Member agreed and stated that PWD may plan anti sea erosion bund Holistically by taking the continuous stretches rather than stand along isolated coastal stretch. In this case, PWD may lengthen the bund on southern side to protect the area.

PWD officials informed that at present, considering the necessity the bund is proposed to protect the human settlement and requested to approve the same. In future, the PWD may come up with the holistic proposal considering the continuous affected stretch.


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As per submission, the site of coastal protection works falls in CRZ I (B) area, as per approved CZMP, 2011.

The Authority noted that as per para 4(i) (f) of the CRZ, 2011, following is permissible - construction and operation for ports and harbours, jetties, wharves, quays, slipways, ship construction yards, breakwaters, groynes, erosion control measures;

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

DECISION:

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

1. Proposed activity should in accordance with provision of the CRZ Notification, 2011 (amended from time to time)
2. PWD to ensure that anti sea erosion bund is proposed on landward side of the High Tide Line of the coastline and considering High Water level. Beach area should not be reduced due to the proposed bund.
3. Precaution should be taken by PWD while construction that proposed bund does not occupy the beach area
4. On seaward side of the proposed bund, natural creepers should be planted by PWD.
5. Natural geo-morphological features like sand dune, turtle breeding sites, mangroves if any should not be disturbed.
6. Natural stream, creeklets and natural water bodies should not be disturbed and reclaimed while implementing the coastal protection works.
7. Debris generated during the project activity should not be dumped in CRZ area. It should be processed scientifically at a designated place.
8. PWD to implement recommendations of the EIA / EMP report for mitigation of environment impacts
9. All other required permission from different statutory authorities should be obtained


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The 163rd meeting of the Maharashtra Coastal Zone Management Authority (MCZMA) was held under the Chairmanship of Principal Secretary (Environment and Climate Change). In view of present pandemic situation of COVID-19, it was decided to appraise the proposals by using information technology facilities. Hence, the proposals were appraised through Videoconferencing technology on Cisco WebEx platform on 2nd and 3rd February, 2023. List of members present in the meeting is at **Annexure-I**.

Item No.10: Proposed building on plot bearing CTS no. 327 of village Juhu, plot no. 59, N. S. road no. 12, Vitthal Nagar CHSL. JVPD scheme, Mumbai by Smt. Shobha Tainwala

INTRODUCTION:

The project proponent presented the proposal before the Authority. As per remarks dated 11.8.2022 of the MCGM, the proposal of redevelopment on subject plot was deliberated in 137th meeting held on 22nd- 23rd August, 2019. Out of total plot area 838.10 Sqm, plot area admeasuring 186.25 Sqm is affected by CRZ II area. The MCZMA vide letter No. CRZ 2018/ CR 57/ TC 4 dated 25th October, 2019 granted the CRZ recommendation to the proposal for 12th floors subject to certain conditions. FSI for proposed development in CRZ II portion of plot should be as per DCR existing as on 19.2.1991. As per MCGM remarks, full CC is issued on 7.6.2021 upto top of (pt) 12th upper floors and accordingly, the work is now carried out upto the top of 11th floor on site in lieu of FSI of part portion of plot falling out of CRZ II area.

Now, the proposal requires the CRZ NoC for the part portion of the plot admeasuring 186.25 Sqm which falls in CRZ II area for allowing to claim the built up area in lieu of 0.50 additional Govt FSI by paying premium + admissible TDR + Fungible compensatory area as per DCPR 2034

Amended plan of residential building comprising of Lower Basement Floor for suction tank and pump room + upper basement floor for 2 level stack parking + Part Ground floor + Part Stilt floor + Entrance Lobby and 2 nos of car parking + 1st to 4th Podium floors + 5th to 13th + part 14th upper floor for residential user, in lieu of full plot potential (including CRZ affected area) + 0.50 additional Govt FSI by paying premium + Admissible TDR + Fungible compensatory area and by claiming Staircase, lift, lift lobby free of FSI as per DCPR 2034

Proposed works permitted subject to the existing FSI norms and other regulations as existing as on date of publication of CRZ notification, 2019.

Hon. MC, MCGM has approved various concessions on 28.4.2022. Amended plans approved on 1.7.2022.


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As per MCGM remarks, the plot falls in CRZ II area and situated on landward side of existing A. B. Nair road as well as existing authorized structure.

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

The amended plans are proposed in lieu of full plot potential (including CRZ affected area) + 0.50 additional Govt FSI by paying premium + Admissible TDR + Fungible compensatory area and by claiming Staircase, lift, lift lobby free of FSI as per DCPR 2034

Plot area - 838. 10 Sqm, Proposed BUA (FSI) - 2489. 13 Sqm, BUA (Free of FSI) - 3560.87 Sqm and Total Construction area - 6050. 00 Sqm

DELIBERATIONS:

The Authority noted that as per para 5.2 (iii) of the CRZ Notification, 2019, "Buildings permitted as in (ii) above, shall be subject to the local town and country planning regulations as applicable from time to time, and the norms for the Floor Space Index (FSI) or Floor Area Ratio (FAR) prevailing as on the date of this Notification"

The Authority noted that as per para 5.2 (iv) 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 amendment 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 amendment 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:

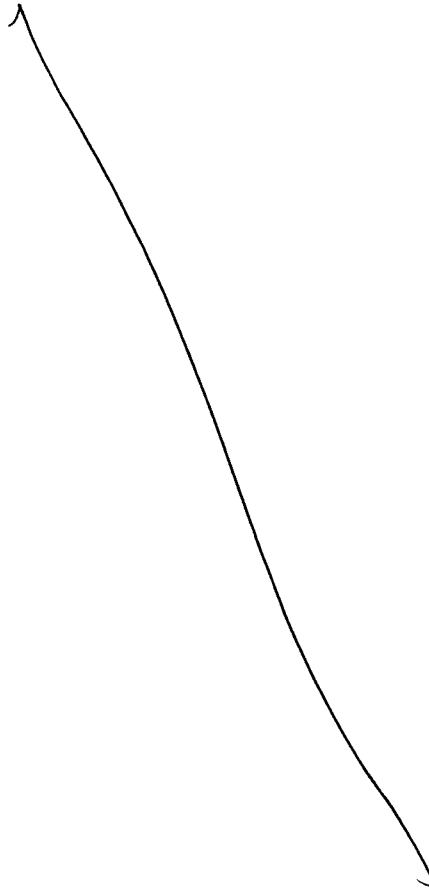
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1. Proposed amendment should be in accordance with provision of the CRZ Notification, 2019.
2. MCGM should strictly ensure that the proposed amendment is within the limit of permissible FSI as per Town and Country planning regulations existed as on 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.
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 should be obtained.



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Member Secretary

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Chairman

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Item No.11: Proposed realignment & widening of nalla & construction of 4 mtr wide storm water box drain on plot bearing CTS No. 195 (pt), village Andheri & 30(pt), 31(pt) of village Juhu, Andheri(W), Mumbai by M/s. Bombay Slum Redevelopment Corporation Pvt. Ltd.

INTRODUCTION:

The project proponent along with Consultant presented the proposal before the Authority. The proposal is for realignment & widening of nalla & construction of 4 mtr wide storm water box drain on plot bearing CTS No. 195 (pt) of village Andheri & 30(pt), 31(pt) of village Juhu, Andheri(W), Mumbai. The site under reference partly falls in CRZ-I, partly in CRZ-II & partly in CRZ IVB.

The MCZMA in its 138th meeting held on 10.10.2019 deliberated the matter wherein, the Authority sought site visit report by Mangrove Cell. Further, the MCZAM in its 159th meeting held on 6.6.2022 deliberated the proposal and noted the mangrove cell report. After deliberation, the Authority decided to seek scientific study from competent Authority for proposed shifting of Nalla and MCZGM remarks/ recommendation for shifting of Nalla based on scientific study.

M/s K Hemani submitted a reply dated 9.12.2022 stating that as per the minutes the MCZMA, enclosing the mangrove cell site visit report dated 5.10.2020. As per the minutes of 159th meeting held on 6.6.2022, enclosed a letter from MCGM letter dated 27.3.2019 for the diversion of said nalla which has been proposed by MCGM on the basis of report submitted their consultant M/s MWH India Private Limited under BRIMSTOWARD II master plan.

DELIBERATIONS:

The Authority noted the Mangrove cell report as per which, site visited by Assistant Forest Conservator on 05.10.2020 and following is observed -

- 1) Nalla Start Lat Long - N 19 06 58.15 E 72 49 41.46
- 2) Nalla End Lat Long - N 19 07 07.88 E 72 49 33.37
- 3) Length of Nalla is approx. 370 meter and width of nalla is approx. 20 to 25 meter. Presently, in Nalla at scattered locations, 12 Nos. of mangroves & other trees are present. The site of proposed work is shown by Rahul Divekar. Mangrove are not observed at site of proposed realignment/ widening. There is slum in the proposed realignment site of Nalla. As per MRSAC map, site under reference does not falls in reserved mangrove forest and situated 70 meter from mangroves.
- 4) Proposed site is away from BRIMSTOWAD project site.


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The consultant during the meeting presented that the said nalla stretch is part of the BRIMSTOWARD master plan of the MCGM and necessary study has been done by the Consultant M/s MWH India Private Ltd and diversion of said nalla which has been proposed by MCGM on the basis of said report under BRIMSTOWARD II master plan. He presented the Nalla remarks dated 17th march, 2019 read with 26th July, 2021 issued for plot bearing CTS No. 30(pt) & 31 (pt) of village Juhu & CTS No. 195(pt) of villae Andheri Further, the Authority noted the remarks dated 17th march, 2019 read with 26th July, 2021 stating that the plot under reference is affected by Irala Nalla system studied under designated Catchment No 219 in BRIMSTOWARD Master Plan Reports submitted by the Consultant M/s MWH India Private Ltd. The PP during the meeting also stated that the said prepossessed activity would provide protection to bank of Nalla and thus, act as erosion control measure

The Authority noted the said Nalla remarks and report prepared by of Consultant M/s MWH India Private Ltd appointed by the MCGM. The said report elaborates on age old complex Storm water drain network in the Mumbai and it is necessary to upgrade / augmentation of the said network considering the flooding in heavy rainfall situated in Mumbai City and Suburban. Necessary hydraulic studies have been conducted to prepare the report.

The Expert Members observed that up gradation of storm water drain is crucial civic infrastructures for flood management. However, MCGM need to ensure that said realignment & widening of Nalla & construction of 4 meter wide storm water box drain is in conformity with the BRIMSTOWARD II master plan of MCGM. The Authority observed that the said project activity is an important public utility.

The Authority noted that the MoEF&CC, New Delhi has issued an OM dated 29.11.2022, as per which, project activities such as Stand-alone jetties, Salt works, Slipways, Temporary structures and Erosion Control Measures (like Bunds, Seawall, Groynes, Breakwaters, Submerged reef, Sand nourishment, etc.) require clearance by the CZMA.

Decision:

In the light of above, the Authority after deliberation decided to grant the clearance under CRZ Notification, 2019 subject to 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 from time to time.
2. Prior High Court permission should be obtained by the PP as per Hon'ble High Court order dated 17th Sep, 2018 in PIL 87/2006, since mangrove would be affected due to proposed work.



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3. MCGM to ensure that proposed activity is in conformity with the BRIMSTOWARD II master plan of MCGM.
4. All other required permission from different statutory authorities should be obtained prior to commencement of work.



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Item No.12: Proposed reconstruction of storm water pumping station on existing plinth of pumping station on land bearing S. No. 17, Sector 8 A at Vashi node, Navi Mumbai by NMMC

INTRODUCTION:

The Officials from the Navi Mumbai Municipal Corporation and Consultant presented the proposal before the Authority. The NMMC has proposed reconstruction of Storm Water Pumping Station on existing plinth of pumping station on survey number 17, Sector 8 at Vashi Node, Navi Mumbai

MCZMA in its 155th meeting held on 10th and 11th June, 2021 deliberated the proposal of rejuvenation of storm water drain system and holding ponds of Navi Mumbai by NMMC. The Authority in the said meeting decided that the sub-committee comprising expert members Dr. Mahesh Shindikar and Dr. M.D. Kudale shall visit the sites in order to understand the impact of de-silting of holding ponds/ storm water drains by mechanical means on mangrove/ mudflat ecosystem.

The MCZMA sub-committee carried out the site visit at various sites of the Holding ponds at Belapur, Vashi, Airoli along with storm water pumping station sites of Navi Mumbai region. As per the observations of the sub-committee,

"In the light of observations during site visit and referring to the Mangrove Cell report, Sub-committee concluded that:

- 1. The present proposal of NMMC is submitted in conceptual form. Technical details of the proposal along with scientific / hydraulic studies need to be carried out to prepare comprehensive proposal for flood control in NMMC limit.*
- 2. As stated in above tabulated observations, the sub-committee suggested that NMMC has to submit a revised comprehensive proposal of locations considering non mangrove pockets in holding ponds for de-siltation, with detailed hydraulic studies through competent organization/ institutions. A scientific silt disposal plan should also be prepared.*
- 3. Activities such as renovations of 2 existing pumping stations at Vashi and Belapur and upgradation of tidal gates could be taken up with all required approvals, as flood control measures, anticipating the urgency."*

As per the observations of the sub-committee of the MCZMA, the NMMC has submitted the proposal of Reconstruction of Storm Water Pumping Station on existing plinth of pumping station on survey number 17, Sector 8 at Vashi Node, Navi Mumbai


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As per the structural audit report attached of the area, currently there is existing storm water pumping station constructed with 1096.03 Sq.mt. & it is in dilapidated condition. This needs an urgent reconstruction. After demolition the debris will be handed over to NMMC's construction debris waste processing plant which is located at survey no. 378, Turbhe, Navi Mumbai. The proposed structures will be constructed on the existing plinth with the proposed area of 1094.00 Sq.mt. & the proposed development is on the landward side of the existing structure. Total Plot area is 2146.50 Sqm, Existing BUA is 1096.03 Sqm and Proposed BUA is 1094.00 Sqm

As mentioned in the Mumbai Mangrove Cell NOC, S.No.17, Sector 8, Vashi this area is not reserved for mangrove area. Also as per the superimposition on MRSAC maps in the year 2005 there were no mangroves found in this area & during current site visit by Mumbai Mangrove Cell Officer as well, there are no mangroves found at site.

DELIBERATIONS:

The NMMC officials presented that existing storm water pumping station is constructed in the 1980s which is now in dilapidated condition and requires urgent reconstruction. There are no mangrove at the site. However, the site falls within 50 m mangrove buffer zone area.

The Authority noted that the sub-committee of the MCZMA comprising members Dr. Mahesh Shindikar and Dr. M.D. Kudale visited the site and recommended that activities such as renovations of 2 existing pumping stations at Vashi and Belapur and upgradation of tidal gates could be taken up with all required approvals, as flood control measures, anticipating the urgency. Accordingly, the NMMC has submitted the proposal.

DR. Shindikar, Expert Member opined that the activity needs to be permitted since, it is reconstruction of existing storm water pumping station. Moreover, footprint of the proposed storm water pumping station is not proposed to be increased.

The Authority during the deliberation suggested that NMMC need to implement all modern technologies / ways like use of best quality concrete and use of anti-corrosion methods so that the life of storm water pumping station could be more than 100 years. The NMMC noted and agreed for the same.

The Authority noted that as the site falls in CRZ IA (within 50 meter Mangrove Buffer Zone), as per approved CZMP 2011, the NMMC need to obtain the prior High Court permission for the project.


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The Authority noted that as per para 3(v) (b) of CRZ Notification, 2011 facilities required for storm water drains and ancillary structures for pumping is permissible.

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

DECISION:

In the light of above, the Authority after deliberation decided to recommend the proposals from CRZ point of view to SEIAA subject to following conditions:

1. The proposed construction should be carried out strictly as per the provisions of CRZ Notification, 2011 (as amended from time to time) and guidelines/clarifications given by MoEF from time to time.
2. Prior High Court permission should be obtained since the proposed activity falls within 50 m mangrove buffer zone area.
3. Natural course of creek/river water should not be hampered due to proposed activities.
4. The construction debris and dredged material should not be disposed off in the mangrove area & creek water to avoid any adverse impact on marine water quality.
5. During construction phase, the project implementing agency should proactively implement all possible appropriate environmental measures to achieve minimum disturbance to coastal ecosystem.
6. PP to ensure that best practices should be followed for construction of storm water pumping station
7. 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 C&D waste handling site.
8. All other required permission from different statutory authorities should be obtained


Member Secretary


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Item No.13: Proposed reconstruction of storm water pumping station on existing plinth of pumping station on land bearing S. No. 466A, Sector 12 at Belapur, Navi Mumbai by NMMC

INTRODUCTION:

The Officials from the Navi Mumbai Municipal Corporation and Consultant presented the proposal before the Authority. The NMMC has proposed reconstruction of Storm Water Pumping Station on existing plinth of pumping station on Survey Number 466A, Sector 12 at Belapur, Navi Mumbai.

MCZMA in its 158th meeting held on 10th and 11th June, 2021 deliberated the proposal of rejuvenation of storm water drain system and holding ponds of Navi Mumbai by NMMC. The Authority in the said meeting decided that the sub-committee comprising members, Dr. Mahesh Shindikar and Dr. M.D. Kudale shall visit the sites in order to understand the impact of de-silting of holding ponds/ storm water drains by mechanical means on mangrove/ mudflat ecosystem.

The MCZMA sub-committee carried out the site visit at various sites of the Holding ponds at Belapur, Vashi, Airoli along with storm water pumping station sites of Navi Mumbai region. As per the observations of the sub-committee,

"In the light of observations during site visit and referring to the Mangrove Cell report, Sub-committee concluded that:

- 1. The present proposal of NMMC is submitted in conceptual form. Technical details of the proposal along with scientific / hydraulic studies need to be carried out to prepare comprehensive proposal for flood control in NMMC limit.*
- 2. As stated in above tabulated observations, the sub-committee suggested that NMMC has to submit a revised comprehensive proposal of locations considering non mangrove pockets in holding ponds for de-siltation, with detailed hydraulic studies through competent organization/ institutions. A scientific silt disposal plan should also be prepared.*
- 3. Activities such as renovations of 2 existing pumping stations at Vashi and Belapur and upgradation of tidal gates could be taken up with all required approvals, as flood control measures, anticipating the urgency."*

As per the observations of the sub-committee of the MCZMA, the NMMC has submitted the proposal of Reconstruction of Storm Water Pumping Station on existing plinth of pumping station on Survey Number 466A, Sector 12 at Belapur, Navi Mumbai.


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As per the structural audit report attached of the area, currently there is existing storm water pumping station constructed with 915.00 Sq.mt. & it is in dilapidated condition. This needs an urgent reconstruction. After demolition the debris will be handed over to NMMC's construction debris waste processing plant which is located at survey no. 378, Turbhe, Navi Mumbai. The proposed structures will be constructed on the existing plinth with the proposed area of 915.88 Sq.mt. & the proposed development is on the landward side of the existing structure.

Total Plot area is 2049.10 Sqm, Existing BUA is 915.00 Sqm., Proposed BUA is 915.88 Sqm.

As mentioned in the Mumbai Mangrove Cell NOC, S.No.466A, Sector 12 at Belapur, this area is not reserved for mangrove area. Also as per the superimposition on MRSAC maps in the year 2005 there were no mangroves found in this area& during current site visit by Mumbai Mangrove Cell Officer as well, there are no mangroves found at site.

DELIBERATIONS:

The NMMC officials presented that existing storm water pumping station is in dilapidated condition and requires reconstruction. There are no mangrove at the site. However, the site falls within 50 m mangrove buffer zone area.

The Authority noted that the sub-committee of the MCZMA comprising members Dr. Mahesh Shindikar and Dr. M.D. Kudale visited the site and recommended that activities such as renovations of 2 existing pumping stations at Vashi and Belapur and upgradation of tidal gates could be taken up with all required approvals, as flood control measures, anticipating the urgency. Accordingly, the NMMC has submitted the proposal.

DR. Shindikar, Expert Member opined that the activity needs to be permitted since, it is reconstruction of existing storm water pumping station. Moreover, footprint of the proposed storm water pumping station is not proposed to be increased.

The Authority during the deliberation suggested that NMMC need to implement all modern technologies / ways like use of best quality concrete and use of anti-corrosion methods so that the life of storm water pumping station could be lengthened. The NMMC noted and agreed for the same.

The Authority noted that as the site falls in CRZ IA (within 50 meter Mangrove Buffer Zone), as per approved CZMP 2011, the NMMC need to obtain the prior High Court permission for the project.



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The Authority noted that as per para 3(v) (b) of CRZ Notification, 2011 facilities required for storm water drains and ancillary structures for pumping is permissible.

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

DECISION:

In the light of above, the Authority after deliberation decided to recommend the proposals from CRZ point of view to SEIAA subject to following conditions:

1. The proposed construction should be carried out strictly as per the provisions of CRZ Notification, 2011 (as amended from time to time) and guidelines/ clarifications given by MoEF from time to time.
2. Prior High Court permission should be obtained since the proposed activity falls within 50 m mangrove buffer zone area.
3. Natural course of creek/river water should not be hampered due to proposed activities.
4. The construction debris and dredged material should not be disposed off in the mangrove area & creek water to avoid any adverse impact on marine water quality.
5. During construction phase, the project implementing agency should proactively implement all possible appropriate environmental measures to achieve minimum disturbance to coastal ecosystem.
6. PP to ensure that best practices should be followed for construction of storm water pumping station
7. 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 C&D waste handing site.
8. All other required permission from different statutory authorities should be obtained


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Item No.14: Proposed anti-sea erosion embankment and refurbishing of the walkway along the beach at Shriwardhan, Dist. Raigad by Shriwardhan Municipal Council

INTRODUCTION:

The Shrivardhan Municipal Council officials and consultant presented the proposal before the Authority. Shrivardhan Municipal Council has proposed anti-sea erosion embankment, and refurbishing of the walkway along the beach at Shriwardhan, Raigad.

Shriwardhan is a tourist centre having a lot of tourist presence on holidays and weekend. It has a long clean beach along the Arabian Sea and it is a prominent tourist attraction. Hence municipal council has proposed construction of promenade along the beach for the comfort of visiting tourists; we have designed the PROMENADE taking into consideration quantum of tourists and their liking.

The proposed activities involve anti-sea embankment and refurbishment of existing walkway along the beach. This development is an extension to the existing promenade only.

Existing length of the embankment is 1300 rm. Proposed length of new embankment is 200 rm. Average Height is 5 to 1.8 M

Activities on existing embankment beautification are as follows:

- It allows walking/ jogging for tourist as well as the local population.
- It also provides seating at regular intervals.
- It is well lit in the night time.
- It has Gazebo for sitting.
- It has dustbin to keep walkway clean.
- It will have open air gym.
- It will have selfie point.
- It will have open amphitheater/ step sitting & nodes of eateries.

As per the submission, the existing and proposed embankment is in CRZ II area

DELIBERATIONS:

Dr. Kudale, Expert member opined that the project proposed by Shriwardhan Municipal Council is required for protection of shrivardhan coastline.


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Dr. Chaubey, Expert member opined that coastal protection could be extended on southward side also. The Consultant informed that on southern side, there is flow of water, hence, protection works could not be extended towards southern sider.

Dr. Shindikar, Expert Member suggested use of locally available material and indigenous plants at the site.

The Authority noted the EIA/ EMP report submitted by the PP.

The Authority noted that as per para 4(i) (f) of the CRZ, 2011, following is permissible - construction and operation for ports and harbours, jetties, wharves, quays, slipways, ship construction yards, breakwaters, groynes, erosion control measures;

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

DECISION:

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

1. Proposed activity should in accordance with provision of the CRZ Notification, 2011 (amended from time to time)
2. Local body to ensure that anti-sea erosion bund is proposed on landward side of the High Tide Line of the coastline and considering the High Water level. Beach area should not be reduced due to the proposed bund.
3. Use of locally available material and indigenous plants at the site should be implemented by the Local body.
4. Precaution should be taken by local body while construction that proposed bund does not occupy the beach area
5. On seaward side of the proposed bund, natural creepers should be planted by PWD.
6. Natural geo-morphological features like sand dune, turtle breeding sites, mangroves if any should not be disturbed.
7. Natural stream, creeklets and natural water bodies should not be disturbed and reclaimed while implementing the coastal protection works.
8. Debris generated during the project activity should not be dumped in CRZ area. It should be processed scientifically at a designated place.


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9. Local body to implement recommendation of the EIA / EMP report for mitigation of environment impacts
10. 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.
11. Safe disposal of the wastewater should be ensured.
12. All other required permission from different statutory authorities should be obtained


Member Secretary


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Item No.15: Proposal for consumer pump for storage of Petroleum product on plot bearing S. no. 251/11, 251/19 & 405 of Village Shrivardhan, Tal. Shrivardhan, Dist. Raigad by M/s Shrikrishna Sahakari Matsyavyavsayik Sanstha Maryadit

INTRODUCTION:

The Consultant presented the proposal before the Authority. Shrivardhan Nagarparish vide letter dated 22.9.2022 submitted the proposal of consumer pump for storage of petroleum product on plot bearing S.No. 251/11, 251/19 & 405 of village Shrivardhan, Tal. Shrivardhan, Dist. Raigad.

The proposal is for consumer pump for storage of petroleum product on plot bearing S. No. 251/11, 251/19 & 405 of village shrivardhan, Tal. Shrivardhan, Dist. Raigad by M/s. Shrikrishna Sahkari Matsyavaysayik Sanstha Maryadit.

MCZMA vide letter dated 23.10.2015 has granted the CRZ recommendation for the proposed consumer pump for storage of petroleum products on plot bearing survey no. 251/19, village Shrivardhan by Shrikrishna Sahkari Matsyavaysayik Sanstha Maryadit.

The sanstha have applied for the ownership to the Government. After the survey the suvey nos. got revised. As per TLR dated 27.12.2021 it is proposed to incorporate the 251/11, 251/19 & 405 survey numbers in the CRZ order.

The plot is situated in Residential zone and it is not reserved for any public purpose as per DP remarks. Plot area is 338 Sqm.

As per remarks of Shrivardhan Nagarparishad, the plot falls in CRZ II area.

DELIBERATIONS:

The Authority noted that the MCZMA vide letter dated 23.10.2015 has granted the CRZ recommendation for the proposed consumer pump for storage of petroleum products on plot bearing survey no. 251/19, village Shrivardhan by Shrikrishna Sahkari Matsyavaysayik Sanstha Maryadit. Now, the PP is seeking the revised CRZ recommendation by incorporation of 251/11, 251/19 & 405 in the said CRZ recommendation.

Dr. Shindikar, Expert member observed that since there is no additional capacity and activity, the revised CRZ recommendation could be granted incorporating the above said survey nos.

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DECISION:

In the light of above, the Authority after deliberation decided to grant the revised CRZ recommendation for consumer pump for storage of Petroleum product on plot bearing S. no. 251/11, 251/19 & 405 of Village Shrivardhan, Tal. Shrivardhan, Dist. Raigad by M/s Shrikrishna Sahakari Matsyavyavsayik Sanstha Maryadit subject to following conditions:

1. The proposed activities should as per the provisions of CRZ Notification, 2011 (as amended from time to time) and guidelines/ clarifications given by MoEF from time to time.
2. This recommendation is only from CRZ point of view in CRZ II area only.
3. There should not be spillages of diesel in and around due to project activities.
4. All other required permission from different statutory authorities should be obtained prior to commencement of work.


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Item No.16: Proposed construction of protection wall and beautification at Erangal beach, Mumbai by Maharashtra Maritime Board (MMB)

INTRODUCTION:

The MMB officials along with consultants presented the proposal before the Authority. The MMB has proposed construction of protection wall and beautification at Erangal beach, Mumbai.

Area covered by project is 500 m stretch of the Erangal beach. Proposed project consists of construction of safety wall and development of public amenities to be developed by MMB. Erangal beach, part of Mumbai coastline faces problem of beach erosion which can become severe during heavy rainfalls and make the beach inaccessible to locals and inexperienced beach users. Apart from this the beach, coast does not have public facilities around the beach. Hence, the MMB has proposed safety wall and development of public amenities. Proposed project will help to reduce erosion and in turn help conserve the beach as well as benefit the local tourism by providing facilities on the beach. As per remarks of the MMB, the project site is falls in CRZ IB, as per approved CZMP 2019.

DELIBERATIONS:

The MMB officials presented that the protection wall is proposed for protection of coastal stretch nearby of which houses of local villagers are present. The CWPRS has suggested the design for the protection wall.

The Authority noted that the PP has submitted the EIA/ EMP report prepared by MoEF Accredited consultant (Eco Foot Forward Pvt. Ltd)). The EIA report states that construction activities like material storage shall be carried outside the CRZ area to ensure minimum disturbance to the soil quality of the area. Some amount of soil will be cleared and levelled as required, but all care will be taken to maintain the land level as original. During excavation soil stabilization will be done.

Dr. Chaubey, Expert Member suggested that the proposed bund should not occupy the beach area. It should be strictly on landward side.

Dr. Shindikar, Expert member suggested that Natural creepers should be planted on seaward side of bund which will help in increasing the life of the bund.

The Authority noted that the MoEF&CC, New Delhi has published amendment dated 24.11.2022 to original CRZ Notification, 2019 as per which, in paragraph 7, for sub-



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paragraph (ii) the following sub-paragraph shall be substituted, namely: — "(ii) 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 the Central Government for Coastal Regulation Zone clearance, based on the recommendation of the concerned Coastal Zone Management Authority with the following exceptions, namely: —


Stand-alone jetties, Salt works, Slipways, Temporary structures and Erosion Control Measures (like Bunds, Seawall, Groynes, Breakwaters, Submerged reef, Sand nourishment, etc.)

Subsequently, the MoEF&CC, New Delhi has issued an OM dated 29.11.2022, as per which, project activities such as Stand-alone jetties, Salt works, Slipways, Temporary structures and Erosion Control Measures (like Bunds, Seawall, Groynes, Breakwaters, Submerged reef, Sand nourishment, etc.) require clearance by the CZMA.

DECISION:

In the light of above, the Authority after deliberation decided to grant clearance to proposal form CRZ point of view subject to following conditions:

1. Proposed activity should in accordance with provision of the CRZ Notification, 2019 (amended from time to time)
2. MMB to ensure that anti sea erosion bund is proposed on landward side of the High Tide Line of the coastline and at High Water level. Beach area should not be reduced due to the proposed bund.
3. Precaution should be taken by MMB while construction that proposed bund does not occupy the beach area
4. On seaward side of the proposed bund, natural creepers should be planted by MMB.
5. Natural geo-morphological features like sand dune, turtle breeding sites, mangroves if any should not be disturbed.
6. Natural stream, creeklets and natural water bodies should not be disturbed and reclaimed while implementing the coastal protection works.
7. Debris generated during the project activity should not be dumped in CRZ area. It should be processed scientifically at a designated place.
8. MMB to implement recommendations of the EIA / EMP report for mitigation of environment impacts
9. 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.
10. Safe disposal of the wastewater should be ensured.
11. All other required permission from different statutory authorities should be obtained.


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Item No.17: Proposed construction of Guide pole near creek opening at Varsoli Chalmala, Tal. Alibag, Dist. Raigad by Maharashtra Maritime Board (MMB)

INTRODUCTION:

The MMB officials along with consultants presented the proposal before the Authority. The MMB has proposed construction of Guide Pole near creek opening at Varsoli Chalmala, Tal. Guide pole will be constructed on M40 concrete RCC deck slab of dimension 3.5 meters by 2.5 meters erected on 4 RCC piles of M40 concrete with diameter of 0.6 meter.

DELIBERATIONS:

The MMB officials presented that village Varsoli is known for fishing activity and fishermen boat ply in the area on day to day basis. There are rocky areas near the creek which obstructs the movement of the navigational boats of local fishermen. There are instances of accidents of navigational boats colliding with rocky areas present in the creek. Hence, MMB has proposed guide poles for navigation of boats of local fishermen. The site is situated in CRZ IV area as per approved CZMP 2011.

The Authority noted that the PP has submitted the EIA/ EMP report prepared by MoEF Accredited consultant (Eco Foot Forward Pvt. Ltd). The EIA report states that there are few rock patches between Varsoli jetty to open sea. These rock patches are exposed during low tide and are mostly submerged under water during high tide. Navigation route between jetties on coast to open sea between this rock patch which makes navigation difficult especially in high tide and rough weather. Hence, MMB has proposed the guide pole near creek opening at Varsoli Chalmala. The guide pole will assist in safe navigation of fishing boats to Varsoli jetty.

Dr. Kuldale, Expert Member expressed that Varsoli is known as good fishing harbour and boats of the local fishermen often face obstruction due to rocky outcrops in the creek. Hence, guide pole is necessity and help in guiding the boats by identifying the rocky areas.

Dr. Chabey, Expert Member observed that the extent of construction is not much. MMB officials informed that 4 pillars of 500 mm diameters will be erected by piling on the rock strata.



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DECISION:

In the light of above, the Authority after deliberation decided to recommend the proposal to SEIAA under CRZ Notification, 2011 subject to following conditions:

1. The proposed construction should be carried out strictly as per the provisions of CRZ Notification, 2011 (as amended from time to time) and guidelines/clarifications given by MoEF from time to time.
2. Natural course of creek water should not be hampered due to proposed activities.
3. Debris generated during the construction activity should not be dumped in CRZ area. It should be ensured that debris is processed in a scientific manner at a designated C&D waste handling site.
4. All other required permission from different statutory authorities should be obtained



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Item No.18: Proposed protection/restoration works at Jolly Maker Tower, Cuffe Parade, Mumbai by Maharashtra Maritime Board (MMB)

INTRODUCTION:

The MMB officials along with consultants presented the proposal before the Authority. The MMB has proposed protection / restoration works at Jolly Maker Tower, Cuff Parade, Mumbai.

Length of existing wall is approx. 462 meter. The project site is falls in CRZ IB, as per approved CZMP 2019.

DELIBERATIONS:

The Authority noted that the MMB has proposed protection/restoration works at Jolly Maker Tower, Cuffe Parade, Mumbai, Expert Members opined that the option of tetrapods could be explored by the MMB. The MMB agreed for the same.

The Authority noted that the PP has submitted the EIA/ EMP report prepared by MoEF Accredited consultant (Eco Foot Forward Pvt. Ltd). The EIA report states that the shoreline along the Jolly maker tower is presently protected by rubble mound seawall. Cuff Parade Residential association informed to MMB that the Jolly marker apartment owner's experiencing vibration due to sea waves hitting to the exiting seawall. To overcome this, MMB has proposed protection / restoration works.

The Authority noted that the MoEF&CC, New Delhi has published amendment dated 24.11.2022 to original CRZ Notification, 2019 as per which, in paragraph 7, for sub-paragraph (ii) the following sub-paragraph shall be substituted, namely: — "(ii) 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 the Central Government for Coastal Regulation Zone clearance, based on the recommendation of the concerned Coastal Zone Management Authority with the following exceptions, namely: —

Stand-alone jetties, Salt works, Slipways, Temporary structures and Erosion Control Measures (like Bunds, Seawall, Groynes, Breakwaters, Submerged reef, Sand nourishment, etc.)

Subsequently, the MoEF&CC, New Delhi has issued an OM dated 29.11.2022, as per which, project activities such as Stand-alone jetties, Salt works, Slipways, Temporary structures and Erosion Control Measures (like Bunds, Seawall, Groynes, Breakwaters, Submerged reef, Sand nourishment, etc.) require clearance by the CZMA.


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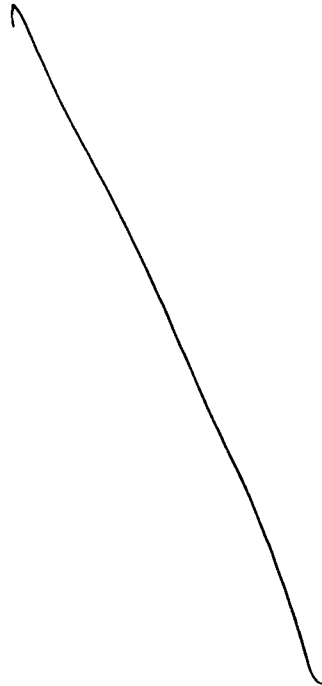

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DECISION:

In the light of above, the Authority after deliberation decided to grant clearance to proposal form CRZ point of view subject to following conditions:

1. Proposed activity should in accordance with provision of the CRZ Notification, 2019 (amended from time to time)
2. MMB to ensure that protection/restoration works is proposed on landward side of the High Tide Line of the coastline and considering High Water level. Beach area should not be reduced due to the proposed bund.
3. MMB to ensure that tetrapods are placed at site for protection of the coastline.
4. Natural geo-morphological features like sand dune, turtle breeding sites, mangroves if any should not be disturbed.
5. Debris generated during the project activity should not be dumped in CRZ area. It should be processed scientifically at a designated place.
6. All other required permission from different statutory authorities should be obtained



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Item No.19: Proposed development of Shivrushti Durgaratna Fort Miniature & Maratha Maritime History Interactive Park and Theme Garden on plot bearing S. no. 62/1, 38/4, 49/3 at mauje Killa, Tal. & Dist. Ratnagiri by Ratnagiri Municipal Council

INTRODUCTION:

The Chief Officer, Ratnagiri Municipal Council along with consultant presented the proposal before the Authority. The Ratnagiri Municipal Council has proposed development of 'Shivrushti Durgaratna' Fort Miniature and Maratha Maritime History Interactive Park and Theme Garden.

Area of the plot is 8300 Sqm. As per layout submitted, proposed activities involves followings:

- Ticketing Counter
- Back Office
- Control Room
- Introduction Kiosk
- Ladies Toilet
- Gents Toilet
- Museum Hall
- Light House
- Buruj 01
- Buruj 02
- Buruj 03
- Buruj 04
- Buruj 05

As per remarks of the RMC, the site falls in CRZ II area and situated on seaward side of the existing road.

DELIBERATIONS:

The officials from the Ratnagiri Municipal Council presented that the site is existing garden and all proposed activities are temporary in nature. Proposed activities are designed considering the jungle theme in order enhance the aesthetics of the area

Dr. Andheria, Expert Member opined that already the area is scenic considering the beautiful & unique coastal environment. And, the design theme appears not to be line sync with the local coastal environment. Hence, purpose behind the project is not clear.



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Officials from the Ratnagiri Municipal Council presented that the land is at elevation and has potential tourist's attraction. Considering the local tourists, the activities are proposed to beautify the area, for which existing buruj would be reconstructed.

The Authority noted that the proposal aims for development of 'Shivrushti Durgaratna' Fort Miniature and Maratha Maritime History Interactive Park and Theme Garden. There is heritage / archeological elements into the proposal, hence, the proposal could be recommended to MoEF&CC, New Delhi under CRZ Notification, 2011

DECISION:

In the light of above, the Authority after deliberation decided to recommend the proposal to MoEF&CC, New Delhi under CRZ Notification, 2011 subject to following conditions:

1. The proposed construction should be carried out strictly as per the provisions of CRZ Notification, 2011 (as amended from time to time) and guidelines/ clarifications given by MoEF from time to time.
2. Natural contours of the hill/elevation should not be disturbed for proposed activities
3. Heritage / archeological NoC, if required should be obtained by the PP.
4. Wildlife permission should be obtained for the project by the PP.
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 C&D waste handling site.
6. Solid waste generated should be properly collected and segregated. Dry/ inert solid waste should be disposed of to the approved site for land filling after recovering recyclable materials.
7. Safe disposal of the wastewater should be ensured.
8. All other required permission from different statutory authorities should be obtained.



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Item No.20: Proposed construction of passenger jetty and ancillary facilities at Radio Club near Gateway of India, Mumbai by MMB

INTRODUCTION:

The MMB officials along with consultants presented the proposal before the Authority. The MMB has proposed construction of passenger jetty and ancillary facilities at Radio Club near Gateway of India, Mumbai

Earlier, the proposal of construction of passenger jetty and ancillary facilities at Radio Club near Gateway of India, Mumbai was deliberated in the 93rd meeting of MCZMA held on 25.08.2014. The proposal was recommended to SEIAA. The CRZ clearance was granted by SEIAA on 05.03.2019.

The MMB submitted the proposal of amendment in the CRZ clearance granted to the project. The said proposal was deliberated in 160th meeting of the MCZMA held on 12th September, 2023. In the said meeting, the Authority noted that the MMB was seeking amendment in earlier CRZ clearance due to slightly modification in the project layout. However, during the meeting, the Authority noted that there are substantial changes proposed in the project by the MMB. Hence, it was felt that PP need to apply afresh as per the provisions of the CRZ Notification, 2019.

Now, the MMB has submitted the proposal seeking fresh CRZ clearance for construction of passenger jetty and ancillary facilities at Radio Club near Gateway of India, Mumbai.

The project involves construction of passenger jetty and terminal facility at Radio Club near Gateway of India and would not lead to any changes in the land cover of the region as the jetty will be constructed on pile and does not involve any land reclamation. However, construction of the terminal facilities will lead to permanent changes in the land use of the region. Total area of the project is 25116.3 sqm.

Components of the project are as follows:

- i. Fixed pile berthing jetty - 10 nos. (38.70 m x 7.50m)
- ii. Passenger Terminal - 80 m x 80m
- iii. Walkway - 356m x 9.5 m
- iv. 20 Berth (10 on each side)
- v. Approach jetty on pile - 214 m x 12 m
- vi. Parking Area - 80 m x 80 m


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The remarks of the MMB states that, the site under reference falls in CRZ IV A area, as per approved CZMP 2019.

DELIBERATIONS:

The MMB officials presented that the project is very important since it aims to decongest the traffic at Gateway of India, proposed passenger jetty would prove to be alternative to Gateway jetty. There would not be vehicle movements through the jetty. All necessary permissions have been obtained by the MMB for the project. Even the State Archaeology Department has granted the NoC for the project. MMB officials further informed that there is no ecologically sensitive features, mangrove in the project site.

The Authority noted that the PP has submitted the EIA/ EMP report prepared by MoEF Accredited consultant (Building environment). The EIA report states the proposed project is located on left side of Radio Club, Mumbai. The spring tide range in the proposed area of development of passenger craft near Radio club jetty is about 4.5 which gives rise to high tidal currents especially during the flood tide. The hydrodynamic and sedimentation studies were carried out to study the suitability of the proposed jetty infrastructure at Radio Club for 5 different options, option 1 to 5 were studied using MIKE- 21 HD/ MT. The EIA report further states that the present Gateway India attracts large no. of passengers movements and high amount of road traffic in area which has consequences of littering and generation of solid waste by the passengers which may affect the archeologically monument. The proposed jetty at Radio Club will reduce the passenger load as well as road traffic from Gateway of India and also will provide a better access and safe berthing facility to the boats/yachts along with parking facility and amenities considering the social benefit aspect of the project, and the suggestion of Indian Navy the jetty location is decided at Radio Club for embarkation point of view. The Authority noted the probable impacts and mitigation measures stated in the EIA report.

The Authority suggested MMB to ensure that during construction phase noise and vibration level should be kept within prescribed limits. Sewage from the public utilities should not be disposed of in the sea. Zero discharge practice should be implemented by the MMB.

The Authority noted that the MoEF&CC, New Delhi has published amendment dated 24.11.2022 to original CRZ Notification, 2019 as per which, in paragraph 7, for sub-paragraph (ii) the following sub-paragraph shall be substituted, namely: — "(ii) 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 the Central Government for



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Coastal Regulation Zone clearance, based on the recommendation of the concerned Coastal Zone Management Authority with the following exceptions, namely: —

Stand-alone jetties, Salt works, Slipways, Temporary structures and Erosion Control Measures (like Bunds, Seawall, Groynes, Breakwaters, Submerged reef, Sand nourishment, etc.)

Subsequently, the MoEF&CC, New Delhi has issued an OM dated 29.11.2022, as per which, project activities such as Stand-alone jetties, Salt works, Slipways, Temporary structures and Erosion Control Measures (like Bunds, Seawall, Groynes, Breakwaters, Submerged reef, Sand nourishment, etc.) require clearance by the CZMA.

DECISION:

In the light of above, the Authority after deliberation decided to grant clearance to proposal form CRZ point of view subject to following conditions:

1. Proposed activity should in accordance with provision of the CRZ Notification, 2019 (amended from time to time)
2. MMB to obtain Heritage / Archeology Noc from the competent Authority.
3. MMB to ensure that during construction phase decibel and vibration level should be kept at minimum level. It should not exceed the prescribed standards.
4. Sewage from the public utilities should not be disposed of in the sea. Zero discharge practice should be implemented by the MMB.
5. Debris generated during the project activity should not be dumped in CRZ area. It should be processed scientifically at a designated place.
6. Adequate onboard waste storage bins should be maintained on boat as well as in jetty and all terminal facility premises. Regular waste collection and disposal should be implemented.
7. MMB to implement recommendations of the EIA / EMP report for mitigation of environment impacts
8. 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.
9. All other required permission from different statutory authorities should be obtained



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Item No.21: Proposed construction of anti-sea erosion bund and development of tourist amenities at Silver beach, Madh, Mumbai by Maharashtra Maritime Board (MMB)

INTRODUCTION:

The MMB officials along with consultants presented the proposal before the Authority. The MMB has proposed construction of anti sea erosion bund and development of tourist amenities at Silver Beach, Madh, Mumbai

Silver Beach is a well-known scenic and tourist place located away from mainland of Mumbai City. The Beach is frequently visited by many visitors surrounding city regions. Due to strong currents the beach is subjected to sand erosion. Uncontrolled sand erosion would make beach become more dangerous and affect the tourism value of the beach. Therefore, to avoid sand erosion and enhance tourism at the beach, MMB has identified need and hence proposed the anti sea erosion bund along with provision of recreational facilities to visitors.

The project involves construction of anti-sea erosion bund having length 500 m long and 22 meter wide at base. Beautification and development of tourist amenities will include UCR wall and steps, garden beach for seating, garden and sanitary facilities etc

Proposed activities involves:

- Garden for senior citizens and children play area
- Entrance and parking
- Food plaza
- Lawns and public toilet
- Open Gym
- UCR wall, steps and Garden Bench
- Solar street light

As per the approved CZMP, 2019, the site falls in CRZ I (B) area i.e. intertidal area.

DELIBERATIONS:

The MMB officials presented that there is existing structure along the coastline for protection. To strengthen the structure, the anti-sea erosion bund is proposed for protection against the coastal erosion.

The PP has submitted the EIA report prepared by M/s Building Environment, Nabet Accredited consultant. As per the EIA report, the proposed bund construction will be



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carried out on the coast of silver beach for prevention of coastal erosion. Further the project does not involve any construction activity on main land area and also it is a small scale project involving beautification and development of amenities. Vegetation near silver beach was mainly composed of coconut and toady palms.

Dr. Chaubey, Expert Member suggested that the proposed bund should not occupy the beach area. It should be strictly on landward side.

Dr. Shindikar, Expert member suggested that Natural creepers should be planted on seaward side of bund which will help in increasing the life of the bund.

The Authority noted that the MoEF&CC, New Delhi has published amendment dated 24.11.2022 to original CRZ Notification, 2019 as per which, in paragraph 7, for sub-paragraph (ii) the following sub-paragraph shall be substituted, namely: — "(ii) 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 the Central Government for Coastal Regulation Zone clearance, based on the recommendation of the concerned Coastal Zone Management Authority with the following exceptions, namely: —

Stand-alone jetties, Salt works, Slipways, Temporary structures and Erosion Control Measures (like Bunds, Seawall, Groynes, Breakwaters, Submerged reef, Sand nourishment, etc.)

Subsequently, the MoEF&CC, New Delhi has issued an OM dated 29.11.2022, as per which, project activities such as Stand-alone jetties, Salt works, Slipways, Temporary structures and Erosion Control Measures (like Bunds, Seawall, Groynes, Breakwaters, Submerged reef, Sand nourishment, etc.) require clearance by the CZMA.

DECISION:

In the light of above, the Authority after deliberation decided to grant clearance to proposal form CRZ point of view subject to following conditions:

1. Proposed activity should in accordance with provision of the CRZ Notification, 2019 (amended from time to time)
2. MMB to ensure that anti-sea erosion bund is proposed on landward side of the High Tide Line of the coastline and considering High Water level. Beach area should not be reduced due to the proposed bund.
3. Precaution should be taken by MMB while construction that proposed bund does not occupy the beach area
4. On seaward side of the proposed bund, natural creepers should be planted by MMB.




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5. Natural geo-morphological features like sand dune, turtle breeding sites, mangroves if any should not be disturbed.
6. Natural stream, creeklets and natural water bodies should not be disturbed and reclaimed while implementing the coastal protection works.
7. Debris generated during the project activity should not be dumped in CRZ area. It should be processed scientifically at a designated place.
8. MMB to implement recommendations of the EIA / EMP report for mitigation of environment impacts
9. All other required permission from different statutory authorities should be obtained


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Item No.22: Proposed construction of pedestrian suspension bridge on River Mithi, Mumbai by Mumbai Metropolitan Regional Development Authority (MMRDA)

INTRODUCTION:

The MMRDA officials presented the proposal before the Authority. The MMRDA has proposed construction of pedestrian suspension bridge on River Mithi, Mumbai. The proposed construction of pedestrian suspension bridge on River Mithi will be constructed above the mangrove area. The retaining wall is coming on the fringe area of 50 m buffer zone without any destruction to mangroves.

The proposed suspension pedestrian bridge is about 530 m long. This bridge connects the BKC City Park area and Dharavi Slum area. Total land requirement of the proposed project is 7970 sqm. 3490sqm land shall be acquired in BKC Pard side and about 4480 sqm land will be acquired in Mahim Nature Park side.

As per the approved CZMP, 2019, the site under reference is falls in CRZ I A (mangrove buffer zone), CRZ II area and Non CRZ area.

The MCZMA in its 160th meeting held on 12.09.2022 deliberated the proposal wherein the Authority sought details like:

1. Purpose of the proposed pedestrian suspension bridge on Mithi River
2. Whether the MMRDA has explored other possible connectivity across Mithi River
3. Undertaking stating the set of precautions proposed to avoid the adverse impact on thick mangroves vegetation present beneath the proposed bridge.

Accordingly, MMRDA vide letter dated 10.10.2022 submitted its point wise reply is as follows:

Query No.1: Purpose of proposed pedestrian suspension bridge on Mithi River Response:

The proposed Pedestrian Suspension Bridge is long pending demand of residents of daily commuters of BKC park side & daily commuters travelling from Sion Station to BKC. As part of primary data collection, stated preference survey was conducted for more than 500 samples. As surveyed, majority of the commuters travels daily from BKC to Sion station and vice versa through existing road, in which almost 70% of people are travelling through auto or private vehicles. Only 25% of people are preferring local bus in which lot of time is consuming. Out of all samples 88% users are interested to use the upcoming pedestrian suspension bridge as their daily commuting route and recreational purpose (tourism). The proposed bridge will facilitate an easy approach to about 1000 commuters



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at a given point of time from metro line 2B, metro line-3 and Sion Sub-urban Railway Station.

Presently, daily commuters of central railway coming to/from BKC are using Kurla sub-urban station. These commuters are facing following hurdles,

1. Kurla sub-urban station has integration of harbour and central local railway therefore the footfall has increased in the station which resulted in to overcrowding.
2. The feeder services from kurla station are not adequate to cater the huge passenger crowd due to narrow roads and commercial activities in nearby areas.
3. Traffic congestion which resulted into increase in travel time of last mile connectivity from Kurla station.


To mitigate the above mentioned hurdles, proposed pedestrian suspension bridge will give alternative route and alternative existing sub-urban station on central railway. Further, as it is pedestrian bridge this will promote the Non-motorize transport mode.

There are other tangible benefits for the projects:

- Save the travel time, fuel consumption as it will avoid the use of vehicles from BKC area to Dharavi area / Sion Sub-urban station & vice versa.
- It will help in reducing the Air & Noise Pollution surrounding area due to modal shift from motorized to non-motorized.
- It will also reduce the traffic congestion of one of the busiest business hub.
- Bird's eye view of mangroves in creek from top of bridge can be an attraction for tourism. It will be also helpful for Mangrove Cell to monitor the activities from the top of bridge to avoid any kind of cutting, felling or any illegal activity.
- Longest Pedestrian Suspension Bridge in India. Stand as one of the tourist attractions of the region as it reflects the state-of-the-art modern, aesthetic and unique design.
- It will connect to green areas i.e. city park and Maharashtra nature park.
- Mithi river mangrove is nesting ground for several bird species. This bridge will provide an excellent opportunity for bird watching.
- The bridge will provide an opportunity for morning walkers of BKC area to utilize the natural setting of Maharashtra Nature Park.

Query No.2: Whether the MMRDA has explored other possible connectivity across Mithi River

MMRDA has explored the possible alternative pedestrian route connectivity between BKC, E-block to Sion station as follows:


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- Option-1: Existing Sion-Bandra link road by improving pedestrian infrastructure
- This option is considered with the improvement of footpath and other pedestrian infrastructure improvement along the Sion-Bandra Link road
 - The length of corridor is 3.73 km which not walkable distance for pedestrian.
 - At present, commuters are using this route by using motorized transport mode which resulted into delay in travel time due to heavily congested traffic.
- Option-2: Existing BKC connector flyover
- This option is considered by using existing BKC connector flyover and by providing the staircase to adjoining of flyover for pedestrian.
 - At present there is no footpath provided on BKC connector flyover.
 - Since traffic on BKC connector flyover is fast moving , therefore it is unsafe for pedestrian to walk on flyover
 - The length of corridor is 2.73 km which not walkable distance for pedestrian.
- Option-3: Proposed pedestrian suspension bridge from City park to Maharashtra nature park
- This option is considered with the construction of pedestrian suspension bridge which promotes the Non-motorized transport.
 - The length of corridor is approx. 1.5 Km which is walkable distance for pedestrian to reach Sion station from BKC.
 - This proposed bridge also connects the two parks i.e. city park and Maharashtra nature park which will be attraction points for pedestrian to walk and also it will promote tourism due to its unique architectural design and India's longest pedestrian suspension bridge .
 - MMRDA has conducted the stated preference survey regarding the proposed pedestrian suspension bridge. The outcomes of surveys shows that 88% of people will prefer the proposed bridge for daily commuting for last mile connectivity.

In view of the above, Option-3 is more appropriate for pedestrian and tourism point of view.

Option-3 has further examined alternative alignment options in view to minimal disturbance to environment and mangroves. Three possible alignments were explored, and after checking advantages and disadvantages in terms of Technical, Environmental and social aspects of each alignment, the present alignment has been finalized. The details are attached as

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Query No.3: Undertaking stating the set of precautions proposed to avoid the adverse impact on thick mangrove vegetation present beneath the proposed bridge

The alignment of bridge has been finalized in such a way to minimize the mangrove cutting. Proposed project is a suspension bridge, being a stilt structure, it will pass above the mangrove area without any disturbance to them.

The Pylons and Anchor blocks are the only two structures to be erected on the ground. On BKC side Pylon and Anchor Blocks will be erected at BKC Park and on other side they will be erected on Maharashtra Nature Park. Thus, both the structures are away from mangrove. Only 6 mangroves are proposed to be cut during construction of the project on the BKC Side. Proper compensation measures shall be provided as per directions of Mangrove Cell. The proposal has already been submitted to concerned forest department. The following mitigation measures shall be adopted during construction and operation period of the bridge:

A. Mitigation Measures during Construction Phase:

- Proposed bridge will be constructed using advance technology which is environment friendly and also environment friendly construction material with a minimum disturbance to the mangrove. The details are enclosed as **Appendix-C**.
- The bridge is to be constructed over and above of 16 m from ground and normal height of Mangrove is around 5-6m. There will be gap of 10m between Deck of bridge and top of mangrove.
- MMRDA will carry out periodic checks and balances for the project for activities related to civil, mechanical, and electrical job works.
- Structural safety, load variations, and impact on load due has been considered during design and engineering. All designs have been vetted by IIT, Mumbai.
- A strong communication protocol will be planned for addressing and mobilization resources during any hazard situation.
- Signages and barriers at necessary locations will be provided to assist in effective adherence to safety requirements.
- Daily checks and balances would ensure that the risk during construction and operation would remain under acceptable and safe limits.
- Detailed Risk assessment and Disaster Management Plan is given in EIA Report.
- MMRDA will include Environmental Management Plan (EMP) and Environmental Monitoring Programme (EMoP) in the Bid Documents for contractors and MMRDA officials will also monitor the Environmental Measures.
- Most of the labours will be from nearby areas. However, contractor will provide the fuel (kerosene, gas) in the labour's camps, if outside labour are deployed.


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- Strict Surveillance and vigilance by MMRDA to prohibit cutting and felling of mangroves
- Safety Nets will be installed along the alignment of bridge during construction. The high-quality material, durability with small spore size of nets will be utilised for this purpose. The accidental spillage, if any will be prevented by the safety nets and it will also save construction workers life as well.

B. Mitigation Measures during Operation Phase:

- The side walls (steel grill) of pedestrian bridge are sufficiently high (1.0m) and also covered. Moreover, deck of the bridge is 16 m above ground and hence, direct contact of pedestrians with mangrove trees will not be possible.
- Due to sufficient height of covered side walls, throwing of litter, solid or any kind of waste into the river by pedestrians will not be possible.
- The entry to the Suspension Bridge shall be monitored by MMRDA through CCTV surveillance system & security personals. Security persons will be deployed at both the entrance and as well as on the deck to watch & ward the littering and throwing of garbage into the river. MMRDA will impose a heavy fine to the polluters.
- Safety net shall be provided along the bridge to avoid throwing of litter, solid or any kind of waste into the river by pedestrians. Periodically, the waste deposited on the net shall be collected.
- It will be easy for Mangrove Cell to monitor the activities from the top of bridge to avoid any kind of cutting, felling or any illegal activity.
- MMRDA will propose to develop Environment Management Team exclusively for the pedestrian bridge as a part of Environment Management Cell (EMC). The team will be headed by a senior management executive and will constitute environmental engineers, chemists and horticulture supervisors.
- The EMC is responsible for overall environmental activities of the proposed facility and implementation of the Environmental Management Plan (EMP) and coordination with MMRDA in case of any requirements. The EMC's responsibility for implementing the EMP also requires a regular interaction with the environment regulatory authorities such as MPCB, MCZMA. The major Duties and Responsibilities of Environment Management Cell are:
 - ✓ Implement the environmental management plan.
 - ✓ Risk identification and control of environmental problems.
 - ✓ Evaluating the efficacy of the EIA, mitigation measures, as stipulated in the EMP.
 - ✓ Coordination with MMRDA and MPCB for prevention and control of pollution.
 - ✓ Assure regulatory compliance with all relevant rules and regulations.
 - ✓ Ensure regular operation and maintenance of pollution control devices.
 - ✓ Minimize environmental impacts during operations by strict adherence to the EMP.


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- ✓ Initiate environmental monitoring as per approved schedule.
- ✓ Review and interpretation of monitoring as per approved schedule.
- ✓ Review and interpretation of monitoring results and corrective measures in case of monitored results are above the specified limit.
- ✓ Maintain documentation of good environmental practices and applicable environmental laws as a ready reference.
- ✓ Maintain environmental related records.
- ✓ Coordination with regulatory agencies, external consultant, monitoring laboratories. Maintain a log book to receive public complaints regarding environmental issues and the action taken.

DELIBERATIONS:

The MMRDA officials presented that proposed Pedestrian Suspension Bridge is long pending demand of residents of daily commuters of BKC park side & daily commuters travelling from Sion Station to BKC. MMRDA has submitted the proposal of Forest Clearance to Mangrove Cell. The DCF, mangrove Cell concurred on the same.

Expert Members discussed whether the MMRDA has taken into consideration the safety measures for the local people/ tourists visiting the suspension bridge. MMRDA officials informed that Bridge is designed considering the capacity that around 1000 people would be present on the bridge at a moment. Access control measures would be implemented using smart technologies so that entry/ exist points of the suspension bridge could be controlled.

The Authority noted that the PP has submitted the EIA report prepared by Nebet Accredited consultancy (M/s Wapcos Ltd). The EIA report states that:

1. The proposed project envisages construction of pedestrian suspension bridge in an area of 8855 m², which is mainly consists of barren coastal land and comprises few trees. Greenbelt is proposed to be developed in an area of 2920 m² as part of the project development, which will improve the green cover and bio-esthetics in the area.
2. Biodiversity study carried out by Annamali University did not indicate the presence of any endangered schedule biological species (coral, sea-grass, seaweeds, marine turtles and pearl oysters etc) and/or ecologically sensitive species in study area during the study. Therefore the proposed development activity may not cause any significant impact to the sensitive biological flora and fauna.
3. During project the cause and source of water pollution will be much different. Since, only very small number of O & M staff will be there. In the operation phase a maximum number of 1000 people are allowed to use the bridge at a time.


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The Authority noted that as per para 7(iii) of the original CRZ Notification, 2019:

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

DECISION:

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

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 from time to time.
2. PP to ensure that proposed activities should be carried out with exercising extra caution with objective to have less impact on the surrounding mangroves and coastal ecology. PP to ensure that efforts should be made to lessen the footprint of the pedestrian bridge on the mangrove area.
3. Prior High Court permission should be obtained by the PP as per Hon'ble High Court order dated 17th Sep, 2018 in PIL 87/2006, since the project involves cutting of mangroves.
4. NoC from the Mangrove Cell should be obtained by the PP. Compensatory mangrove plantation should be carried out in consultation with Mangrove Cell.
5. PP to obtain the prior Forest Clearance under Forest (Conservation) Act, 1980.
6. The PP to ensure that free flow of the creek water is not obstructed.
7. There shall be no disposal of solid or liquid waste in the coastal area. Solid waste management shall be as per Solid Wastes Management Rules, 2016.
8. Excavated material should be used for onsite filling/ leveling etc.
9. During the construction phase, all possible efforts/ measures should be taken to maintain the coastal ecology and biodiversity.
10. Project proponent should implement Environment Management plan for the project effectively and efficiently during construction and operational phase of the project to ensure that coastal environment is protected.
11. The PP should discuss with organization like BNHS for suggesting the measures for mitigating the impact on avifauna and other wildlife species
12. 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.
13. All the other mandatory permission from different statutory authorities should be obtained prior to the commencement of work of project



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Item No.23: **Proposal of development of the Balkum Gaikmukh of Thane
Municipal Corporation (TMC)**

INTRODUCTION:

The officials from the Thane City Municipal Corporation (TMC) and consultant presented the proposal before the Authority

The Thane Municipal Corporation has proposed The DP starting from Kharegaon Toll Naka at Mumbai Nashik Highway (NH-3) and ends at Ghodbunder Road (SH-42) near Gaikmukh.

DP road from Balkum to Gaikmukh is essential to overcome the heaviest Traffic Junction in the MMR Region Development. It will divert the goods traffic currently on the Ghodbunder road coming from the Gujarat and North India towards JNPT. This will decongest Ghodbunder Road in Thane City.

The Proposed Balkum Gaikmukh Road is part of the Approved Development plan of the Thane Municipal Corporation.

The total road length is 13.215 Km. Double level grade separator (2nd Level) is proposed to cross over metro line 5 with required vertical clearance. At Akbar Camp (Airforce Station) considering the sensitivity and security of the area the Cut & Cover Tunnel of 500 m length is proposed. The total length of the tunnel along including open to sky ramp is 1.24 Km

The Road Ends at Gaikmukh outside the SGNP Eco Sensitive Zone. The Road is proposed on the Stilt on mangroves land.

As per the submission, the site falls in CRZ IA (Mangroves and 50 m buffer zone), CRZ IB (Intertidal), CRZ II and outside CRZ area

DELIBERATIONS:

The Authority noted that the MCZMA in its 158th meeting held on 25th May, 2022 deliberated the proposal and noted that proposed road is passing through the Mangroves Land. Considering the impact on significant area of mangroves, the Authority opined that the TMC should explore other possible alignments with an objective to have minimum impact on mangrove vegetation. EIA report submitted by the TMC should cover the alternative site analysis matrix and impact of the proposed road on creek/ mangrove biodiversity. Accordingly, the matter was deferred.


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The Authority noted that the TMC vide letter dated 19.10.2022 submitted a reply stating that TMC have carried out the analysis of possible alignment with objective to have minimum impact on mangrove vegetation. The alignment being minimum possible impact on creek/ mangroves biodiversity have been explored and report and updated EIA is submitted.

EIA report at chapter 5. Analysis of Alternatives (Technology and site) mentions that all efforts were taken for the minimum impact on the mangroves. The possible alternation in alignment was possible in mogharpada only. The constraint in the alternation of the proposed road were as follows:

- Air force station at Koshert: The alignment passing through the influence area of the akbar camp shifting away towards landward side was not possible as it would require the air force station area.
- Existing Urbanized area: The alignment passing in already developed area as per the Development plan constrain the shifting of alignment mangroves.
- Public Utility: The Alignment is parallel to Brihanmumbai Municipal Corporation water supply lines at Kolshet and Balkum and also MSEDCL high tension tower at Khiragon.

A joint held on 03.03.2021 and 05.03.2021 was held by MMRDA Hon Metropolitan Commissioner-1, Hon Additional Commissioner and Thane Municipal Commissioner along with Urban & Environment planners was held to discuss and following suggested change were incorporated in alignment and project. With respect to the minimal impact in the Mangroves, TMC and MMRDA jointly took following action in design and variation in alignment as where possible.

- The proposed road was designed for the 3+3 Lane instead of the 4+4 in the Mangroves Area.
- The revised design enables with space of 12 Meter between the two lane of road on slit. The space enables the passing of the sunlight to bottom thus favourable condition for the mangrove and associated species replantation was possible.
- Road alignment was shifted away from Mangroves Area at Mogharpada in survey no 30. The Realignment shifting in Mogharpada can avoid destruction of the 2 Ha of mangrove patch.

Total 3 alignments were explored. Alignment i.e Option 3 is preferred.

- Embankment - 4+4 lane
- Structures on Mangroves - 3+3 lane
- Total Length of Road - 13.215 Km
- Road on Embankment - 7105 M`
- Road on Stilt - 2990 M
- Elevated Road With RE Wall - 1530 M


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- Proposed Tunnel - 1240 M
- Open Cut - 350 M
- Area of Mangroves Affected - 10.0377 Ha

The Authority noted that the PP has submitted the EIA / EMP report prepared by Centre for Envotech & Management Consultancy Private Ltd (Nabet accredited) and Tondon Urban Solution Private Ltd.

The PP during the meeting informed that bridge is proposed on stilt in CRZ area except, proposed tunnel in CRZ area.

Expert Members discussed the impact of the project on mangroves. Expert member felt that TMC should adopt all possible measures to minimize the impact on mangroves.

The TMC officials presented that as per the map of mangroves cell, 10.0377 Ha mangroves will be affected. However, on ground truthing by the DFO mangroves, mangrove area affected is 12.2607 Ha. The TMC have submitted the forest diversion proposal under the Forest Conservation Act to mangroves Cell for approval. TMC has adopted various measures to lessen the impact of project on mangroves. Road on stilt is proposed on mangroves. The post construction, 8 Ha of mangroves land will be restored. Further, proposed section in mangroves have design with 7 Meter in between the two Lane of the Proposed Road gives enough sunlight for the growth of the replanted Mangroves post Construction.

The TMC officials further presented that considering the sensitivity and security of the area, Cut & Cover Tunnel of 500 m length is proposed. The total length of the tunnel along including open to sky ramp is 1.24 Km. The Proposed Cut and Cover Area falls in the mangroves notified Area.

For Cut and Cover Tunnel at Kolshet total 2 Ha land required out of which 1.5 Ha can be restored post Construction by planation of the Mangroves or mangroves Associated Species.

The Authority deliberated the proposal at length and noted from the presentation of the PP that Proposed Balkum Gaikmukh Road is part of the approved Development plan of the Thane Municipal Corporation. The road will decongest the heaviest traffic at around around Ghodbunder junction. The proposed road is mix of options like road on stilt and partly on ground in the form of tunnel i.e. by way of reclamation.

The Thane Municipal Corporation shall implement all adequate measures in order to mitigation the impact of proposed project on coastal environment. During construiton phase, necessary training and environment awareness programme should be carried out for the contractors and labours. TMC should strictly ensure that Noise and vibration level should be kept within prescribed limits. All mitigation measures & Environment


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Management Plan as suggested in the EIA report should be followed in letter and spirit. It was noted that as per CRZ amendment Notification dated 30th Sep, 2015, the proposal requires clearance from MoEF&CC, Delhi

DECISION:

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

1. The proposed activity should be carried out strictly as per the provisions of CRZ Notification, 2011 (as amended from time to time) and guidelines/ clarifications given by MoEF from time to time.
2. Prior High Court permission should be obtained by the PP as per Hon'ble High Court order dated 17th Sep, 2018 in PIL 87/2006, since the project involves cutting of mangroves.
3. NoC from the Mangrove Cell should be obtained by the PP. Compensatory mangrove plantation should be carried out in consultation with Mangrove Cell. Three times the number of mangroves destroyed or cut during the construction process shall be replanted
4. PP to obtain the prior Forest Clearance under Forest (Conservation) Act, 1980.
5. PP to ensure that proposed activities should be carried out with exercising extra caution with objective to have less impact on the surrounding mangroves and coastal ecology. PP to ensure that efforts should be made to lessen the footprint of the road on the mangrove area.
6. PP to strictly ensure that activities of local fisherman communities should not be hampered due to the proposed project.
7. In certain stretch, where road is proposed on stilt, spacing between the pillars/ piers should be provided taking into consideration free flow of the tidal water is not obstructed.
8. The PP to ensure that free flow of the creek water is not obstructed.
9. The PP shall ensure that adequate noise barriers along the coastal road are provided.
10. The PP shall not undertake any blasting / construction activities during night hours. During the day time, noise level should be within the prescribed limits.
11. There shall be no disposal of solid or liquid waste in the coastal area. Solid waste management shall be as per Solid Wastes Management Rules, 2016.
12. During the construction phase, 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



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13. PP to ensure that noise and vibration level is within permissible limit during construction phase of the project.
14. 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.
15. All the other mandatory permission from different statutory authorities should be obtained prior to the commencement of work of project


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Item No.24: Proposed demolition and reconstruction of Juhu Gandhigram Municipal School on plot bearing CTS no. 147 of village Juhu Shri. Mukteshwar Devalaya Road, at Juhu, K/W ward, Mumbai

INTRODUCTION:

The Chief Architect, MCGM presented the proposal before the Authority. The proposal is for reconstruction of Juhu Gandhigram Municipal School on plot bearing CTS NO. 147 of village Juhu shri Mukteshwar Devalaya Road, Juhu

As per the MCGM report, existing school building is declared dilapidated and proposed to be demolished.

Proposed school comprises of Gr + 6 floors on plot bearing CTS NO. 147 of village Juhu shri Mukteshwar Devalaya Road, Juhu.

As per approved CZMP, 2011, the plot is situated in CRZ II area and landward side of existing road.

Plot area is 1178.79 Sqm, Permissible FSI is 2.76, Permissible Floor area is 3536.37 Sqm, FSI proposed is 2.75 and proposed total built up area is 3256.27 Sqm

DELIBERATIONS:

The proposal was considered in 157th meeting of the MCZMA held on 4.2.2022 wherein the Authority after deliberation decided that MCGM need to clarify applicability of the DCRs to the project, as per provisions of the CRZ Notification, 2011.

MCGM has submitted its reply stating that the plot is situated in CRZ II, CZMP 2019. Since, the exiting Gr + 5 Municipal School building was a C1 category building and was in a dangerous dilapidated condition. The said building had to be avacuated and urgently demolished by this Dept for the safety of students and local residents. BMC building proposal special cell has put up to Hon. MC MCGM to grant additional FSI of 2 above the zonal FSI of i.e. total FSI of 3 without charging premium being Municipal Education building s per DCPR 2034 subject to obtaining MCZMA NoC. Hon. MC MCGM approved the proposal and concessions on 31.7.2020.

DELIBERATIONS:

The Authority noted that as per para 5.2 (iv) of the CRZ Notification, 2019, "Reconstruction of authorized buildings shall be permitted, without change in present land



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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 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. Proposed reconstruction should be in accordance with provision of the CRZ Notification, 2019.
2. MCGM should strictly ensure that the proposed reconstruction 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.
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 should be obtained


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Item No.25: Proposed extension of 1st floor existing Bhandari Samaj Hall at CTS no. 1737, Murud Janjira, Dist. Raigad by Murud Janjira Municipal Council.

INTRODUCTION:

The Chief Officer, Murud Janjira Municipal Council presented the proposal before the Authority. The Murud Janjira Municipal Council has proposed extension of 1st floor existing Bhandari Samaj Hall at CTS No. 1737, Murud Janjira, Dist Raigad. Area of the plot is 1200 Sqm, Permissible FSI is 1.0, Area of existing structure is 337.66 Sqm and area of proposed extension of first floor is 375.62 Sqm.

As per the remarks of the MJMC, the site falls in CRZ II area. The site is situated on landward side of existing road.

DELIBERATIONS:

The Authority noted that additional construction is permissible in CRZ II area with FSI as per town and country planning regulation existing as on 19.2.1991, under CRZ Notification, 2011. Concern planning Authority should strictly ensure the proposed FSI for the proposal is within the permissible limit of town and country planning regulations existing as on 19.2.1991.

DECISION:

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

1. The Local Body to ensure that FSI for the proposed additional 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 strictly ensure that proposed construction is in CRZ II and situated on landward side of existing road or existing authorized structure.
3. Debris generated during the project activity should not be dumped in CRZ area. It should be processed scientifically at a designated place.
4. Local body to ensure structural stability certificate is obtained from Competent Authority before starting work of extension of 1st floor.
5. All other required permission from different statutory authorities should be obtained


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Item No.26: Laying of propane pipeline from BPCL, Uran to GAIL Petrochemical Complex at Usar, Raigad by M/s Gail (India) Limited

INTRODUCTION:

The officials from the M/s Gail (India) Limited presented the proposal before the Authority. The GAIL (India) Ltd proposes laying of 12" dia propane pipeline from BPCL, Uran to Petrochemical Complex at Usar, Raigad, as per grant of authorization received from Petroleum and Natural Gas Regulatory Board (PNGRB). The project is of National Importance. The pipeline facility include pipeline despatch terminal facilities at propane import terminal located at Uran & Receipt Terminal facilities inside Usar PDP-PP complex as well as intermediate sectionalizing valve stations located along the pipeline route.

The pipeline proposed to be installed using Trechless HDD method for crossing and open cut method along CRZ area as per appropriate site condition. Total length of the pipeline is 45.51 km. Total length in CRZ is 11833.16 meter.

The PP has submitted the CRZ map (1:4000 scale) & report prepared by IRS, Chennai. As per the report, length of the proposed pipeline in various CRZ as per approved CZMP, 2011:

CRZ classification	Length in meters
CRZ IA (Mangroves)	670.74
CRZ IA (50 m mangrove buffer zone)	4082.55
CRZ IB	1559.88
CRZ II	564.57
CRZ III (NDZ)	4586.12
CRZ IVB	369.30
Outside CRZ	33676.84
Total	45510.00

DELIBERATIONS:

Expert Member asked the PP whether the proposed activity would affect the mangroves / coastal environment. The PP presented that pipeline is proposed to be installed using Trechless Horizontal Directional Drilling (HDD) method for crossing and open cut method in CRZ area. The scow depth of around 2.5 meter would be maintained for the said drilling. Hence, there would be impact on mangrove and coastal environment.

The Authority noted that the PP has submitted the EIA report prepared by M/s Arihant Analytical Lab Pvt Ltd (Nabet Accredited consultant). The EIA report states that the proposed 45.51 km propane pipeline will be crossing various creeks and rivers at 37


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locations will involve trenching operations which will have an impact on the adjoining mangrove ecosystem. Out of 37 crossing locations, mangroves are only present at 20 pipeline crossing locations. Among them, 9 locations have moderately dense mangroves and remaining 11 locations have patchy mangroves. HDD technique will be used for pipe laying at all the mangrove crossing locations. However, a separate budget has been allocated for the conservation of mangrove ecosystem along with the EMP budget. Ecologically sensitive areas such as sand dunes, mudflats, turtle nesting ground, bird nesting ground, corals and coral reefs, sea grass beds, salt marshes, Horse Shoe crab Habitat, archaeological and heritage sites and protected areas are absent in the project region. Only mangroves are present at certain locations.

The Authority further noted that as per para 4(ii)(d) of the CRZ Notification, 2011: activities namely, laying of pipelines shall require clearance from MoEF.

DECISION:

In the light of above, the Authority after deliberation decided to recommend the proposal to MoEF&CC, New Delhi under CRZ Notification, 2011 subject to following conditions:

1. The proposed activity should be carried out strictly as per the provisions of CRZ Notification, 2011 (as amended from time to time) and guidelines/ clarifications given by MoEF from time to time.
2. PP to ensure that proposed activities should be carried out with exercising extra caution with objective to have less impact on the surrounding mangroves and coastal ecology.
3. Prior High Court permission should be obtained by the PP as per Hon'ble High Court order dated 17th Sep, 2018 in PIL 87/2006, since the project is passing through mangroves and its 50 m buffer zone area.
4. NoC from the Mangrove Cell should be obtained by the PP.
5. PP to obtain the prior Forest Clearance under Forest (Conservation) Act, 1980.
6. The PP to ensure that free flow of the creek water is not obstructed.
7. There shall be no disposal of solid or liquid waste in the coastal area. Solid waste management shall be as per Solid Wastes Management Rules, 2016.
8. Excavated material should be used for onsite filling/ leveling etc.
9. During the construction phase, all possible efforts/ measures should be taken to maintain the coastal ecology and biodiversity.
10. Project proponent should implement Environment Management plan for the project effectively and efficiently during construction and operational phase of the project to ensure that coastal environment is protected.
11. All the other mandatory permission from different statutory authorities should be obtained prior to the commencement of work of project


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Item No.27: Proposed construction of 86 DUS beneficiaries Led construction under Pradhan Mantri Awas Yogna Scheme, Dist. Raigad by Alibaug Municipal Council

INTRODUCTION:

The Chief Officer, Alibaug Municipal Council presented the proposal before the Authority. The proposal is for construction of 86 DUS beneficiaries construction under Pradhan Mantri Awas Yogna Scheme at Alibag, Dist. Raigad.

Earlier the proposal was considered in the 133rd and 145th meeting of MCZMA held on 30.04.2020 7th July, 2020. In 145th meeting, the Authority sought Approved CZMP, 2011 superimposing the locations on approved CZMP of Alibaug. Whether the buildings are located on landward side of existing road and AMC needs to submit the total built up area of each location with FSI details.

DELIBERATIONS:

The Authority noted that the Alibag municipal Council vide letter dated 26.08.2022 submitted approved CZMP with superimposing of locations and detailed list of total built up area of each location with FSI details.

As per approved CZMP of Alibag under CRZ Notification, 1991, the sites under reference are situated in CRZ-II.

During the meeting, the CO, AMC presented that locovered in the project are Bandar Pada, Chavadi Mohalla, Karve Road, Kille Pada, Koli Wada, Madhala Pada, Mandavi Mohalla, Math Ali, Methpada, Near Mayur Bekri, Poshir pada, Salavi Wada & Shivalkar Naka. The CO, AMC further presented that all the locations falls in CRZ II area and situated on landward side of the existing road.

The Authority noted that construction of PNAY units is permissible in CRZ II area with FSI as per town and country planning regulation existing as on 19.2.1991, under CRZ Notification, 2011. Concern planning Authority should strictly ensure the proposed FSI for the proposal is within the permissible limit of town and country planning regulations existing as on 19.2.1991.



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DECISION:

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

1. 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 strictly ensure that proposed construction is in CRZ II and situated on landward side of existing road or existing authorized structure.
3. Debris generated during the project activity should not be dumped in CRZ area. It should be processed scientifically at a designated place.
4. All other required permission from different statutory authorities should be obtained



Member Secretary



Chairman

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Item No.28: Proposal for work of design, build and operation & maintenance of Dharavi Wastewater Treatment Facility (WTF) under Mumbai Sewage Disposal Project (MSDP), Stage II, Mumbai by Municipal Corporation of Greater Mumbai (MCGM)

INTRODUCTION:

The project proponent presented the matter before the Authority. The proposal is for development of work of design, build and operation & maintenance of Dharavi WTF under Mumbai Sewage Disposal Project (MSDP) Stage II, Mumbai. The objective of the project is to provide a healthier and improved environment for the people of Mumbai by improving the quality and reliability of wastewater collection, treatment and disposal, whilst minimizing the impact of wastewater on the environment.

The proposed Dharavi WwTF caters flow contributing from part of Bandra Zone 3 to contributing sewer mains carrying flow from the part of Central area of Mumbai and Eastern -Suburbs. Additional sewage flow will be conveyed by intercepting and diverting flow from Bapat Nalla and Safed Pul Nalla.

DELIBERATIONS:

The Authority noted that the DP remarks of the MCGM states that as per approved CZMP 2019, the land bearing CS No. 1/501 and 502 of Dharavi Division does not fall under CRZ (The approved CZMP, 2019 showing the site is submitted by MCGM, as per which the site is shown outside CRZ area)

However, the PP during the meeting presented that the disposal pipeline of Wastewater Treatment Facility is passing through CRZ area.

Dr. Chaubey, Expert Member opined that the necessary studies about the disposal location and its impact on environment need to be carried out.

Dr. Mirashe observed that disposal point studies from competent Authorities like National Institute of Oceanography (NIO) should be submitted by the PP.

The Authority observed that details of the disposal pipeline and other studies are not submitted by the PP. the Authority observed that the proposal is incomplete and lacking studies.



Member Secretary



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DECISION:

In the light of above, the Authority after deliberation decided that PP need to submit the complete proposal with above said studies as suggested by Expert Members. Accordingly, the matter was disposed of and rejected. PP to submit a fresh proposal with all details



Member Secretary

Chairman

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Item No.29: Proposed widening of Road behind KPS School near SVP Nagar, Andheri (W), Mumbai by MCGM

INTRODUCTION:

The MCGM officials presented the proposal before the Authority. The MCGM has proposed widening of road behind KPS school near SVP nagar, Andheri (W), Mumbai Total length and width of the proposed road is 50 meter and 13 meter.

The existing road is 18.3 meter wide as per the Development Plan but due to the presence of mangroves road is not completed to the overall length and width. However, the road widening has been demanded by school and locals from many years as there is traffic jam due to plying of school buses and other vehicles in the vicinity. For Smoothening of traffic and to avoid chaos in the area, MCGM has proposed the widening of the road. K.P.S. high school situated at S.V.P. Nagar, Andheri (W). The entrance gate of the school is on narrow road. This is only road access for school buses.

The road get congested due to traffic jam and buses cannot move easily. Residents of MHADA colonies parks their vehicles on roads in spite of the road being narrow and no parking zone. In case fire or any other untoward accidents/ incidents / mishap, it could be very difficult to reach to school easily where many children studies

To overcome the situation school authorities have requested/ suggested to prepare strip of road on backside of the school where there is ample of space for movement of buses. This also will totally reduce the traffic jam on front road however, the land on backside of school suggested for construction of road (30 meter wide) is collectors land (MHADA). IN the interest of school children MCGM is also in favour of construction of this road.

As per the remarks of the MCGM, the site falls in CRZ IA area.

DELIBERATIONS:

The Authority noted that the PP need to submit the Rapid EIA / EMP for the project and NoC from the Mangrove Cell.

DECISION:

In the light of above, the Authority after deliberation decided to close the matter for submission of Rapid EIA / EMP, Forest clearance, if required and NoC from the Mangrove Cell. The present proposal is rejected and PP to submit a fresh proposal with all details.



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Item No.30: Proposal for advertising hoardings on plot bearing S. no. 19, H. no. 1, Ghodbundar road, Varsave Gaon, Western Express Highway, Miraroad, Mumbai by MBMC

INTRODUCTION:

The project proponent presented the proposal before the Authority. The Mira Bhayander Municipal Corporation vide letter dated 17.10.2022 has submitted the proposal (of M/s Engage outdoor Media) of advertising hoardings on plot bearing S. no. 19, H. no. 1, Ghodbundar road, Varsave Gaon, Western Express Highway, Miraroad, Mumbai.

DELIBERATIONS:

The PP during the meeting presented the site falls in CRZ II area. The Authority noted that as per the remarks of the MBMC, the land bearing Survey no. 19 Ghodbundar road, Varsave Gaon, falls partly in CRZ II and partly within 50 m mangrove buffer zone area. The Authority felt that PP need to submit the NoC from the Mangrove Cell.

DECISION:

In the light of above, the Authority after deliberation decided to recommend the proposal to MoEF&CC, New Delhi under CRZ Notification, 2011 subject to following conditions:

1. The proposed activity should be carried out strictly as per the provisions of CRZ Notification, 2011 (as amended from time to time) and guidelines/ clarifications given by MoEF from time to time.
2. Prior High Court permission should be obtained by the PP as per Hon'ble High Court order dated 17th Sep, 2018 in PIL 87/2006, since the project site is partly situated within 50 m mangrove buffer zone area.
3. NoC from the Mangrove Cell should be obtained by the PP.
4. All other required permission from different statutory authorities should be obtained


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Item No.31: **Proposed development of Ship repair facility adjacent to Mirya Bay, Bhagwati Bunder at Ratnagiri by Indian Coast Guard**

INTRODUCTION:

The officials from the Indian Coast Guard and consultant presented the proposal before the Authority. The Indian Coastal Guard has submitted the proposal of setting up Development of Ship Repair facility at Ratnagiri for Indian Coast Guard, at Ratnagiri, Maharashtra

Indian Coast Guard is mandated to protect the Maritime and other national interests of India in the Maritime Zones of Country by way of providing protection to offshore structures, protection to fishermen and assisting in anti-smuggling operations and reaching out to assist with rescue at sea.

Indian Coast Guard at Ratnagiri has envisaged constructing a jetty with ship repair facility and other associated buildings in order to carry out regular maintenance of ships, boats and fast crafts of Indian coast Guard. In this connection Indian Coast Guard have offered this task to Military Engineering Services

ICG is planning to set up a ship repair facilities adjacent to Mirya Bay, Bhagwati Bunder at Ratnagiri along Arabian Sea. For ease and affective functioning of the facility, workshops, yard utility centres and other allied structures are also proposed.

The primary component of ship repair facility are outfitting jetty, approach jetty, transfer bay and dry berths. The outfitting jetty and approach jetty are offshore components and transfer bay and dry berths are onshore components. The land parcel allotted for this facility is about 25,000 Sqm. The onshore primary components are about 7200 Sqm, leaving about 17,800 Sqm to establish the utility buildings for the facility. Proposed activities involves following:

- Outfitting jetty (East) - 650 Sqm
- Outfitting jetty (West) - 650 Sqm
- Approach East - 700 Sqm
- Approach West- 700 Sqm
- Transfer Bay- 3600 Sqm
- Dry Berth 1 - 1200 Sqm
- Dry Berth 2- 1200 Sqm
- Dry Berth 3- 1200 Sqm
- Fire Fighting Pump House-2 - 59 Sqm
- Medical Emergency Room- 639 sqm
- Workshop Building- 747 Sqm


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- Electrical Control Room - 430 sqm
- Transformer- 50 Sqm.
- Heavy Fabrication Shop - 315 Sqm
- Storage Building- 468 Sqm
- Common toilet 1- 150 Sqm
- Common Toilet 2- 150 Sqm
- POL storage- 45 Sqm
- effluent Treatment Plant - 357 sqm
- Administration Building- 1009 sqm
- Hostel SO and Navik- 1007 Sqm
- Sewage Treatment Plant- 85.20 Sqm

DELIBERATIONS:

The Authority noted that The Indian Coastal Guard has proposed setting up Development of Ship Repair facility at Ratnagiri for Indian Coast Guard, at Ratnagiri, Maharashtra. The project is of defense important.

The PP has submitted the CRZ map (1:4000 scale) & report prepared by IRS, Chennai. As per the report, the proposed activities falls in CRZ IVA, CRZ IB, CRZ II and outside CRZ area,

The Authority noted that the PP has submitted the EIA report prepared by M/s Indomer Coastal Hydraulics (P) Ltd, Nabet Accredited consultant. Certain observations of the EIA report:

- The mangroves are present only at 1150 meter North East and 3200 meter South East. Mangrove exist outside the project boundary hence no impact. however, regular monitoring may be carried out to ensure that the health of the mangrove is in sound condition.
- The nearest fishing activity is at the eastern side of the proposed facility and the commercial jetty lies on the west. The development of the coast guard repair facility will not disrupt fishing the vicinity as well as the commercial operation nearby since the approach channel for both fishing harbour and the commercial jetty doesn't interfere with the approaching coast guard vessels.
- The proposed facility shall only be used as repair facility hence the environment impacts are relatively very low compared to the commercial structure. Moreover, these vessel operations are for a very short duration which will not have a major impact on the natural coast.
- During operation of jetty, ship repair facility and associated building major impact on marine environment are only due to the increase in vessel movement, oil run off from ship repair yard and waste generated from associated building moreover. The


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development of the coast guard repair facility will not disrupt fishing in the vicinity as well as the commercial operation nearby since the approach channel for both fishing harbour and the commercial jetty doesn't interfere with the approach coast guard vessels. Appropriate mitigation measures will be followed in order to reduce the impact on marine environment during operation phase.

The Authority noted that as per para 4.2 (ii)(b) of the CRZ Notification, 2011, following requires clearance from MoEF&CC, New Delhi

"construction activities relating to projects of Department of Atomic Energy or Defence requirements for which foreshore facilities are essential such as, slipways, jetties, wharves, quays; except for classified operational component of defence projects. Residential buildings, office buildings, hospital complexes, workshops of strategic and defence projects in terms of EIA notification, 2006"

The Authority noted that the project proposed by Indian Coast Guard is of defense important.

DECISION:

In the light of above, the Authority after deliberation decided to recommend the proposal to MoEF&CC, New Delhi under CRZ Notification, 2011 subject to following conditions:

1. The proposed activity should be carried out strictly as per the provisions of CRZ Notification, 2011 (as amended from time to time) and guidelines/ clarifications given by MoEF from time to time.
2. The PP to ensure that free flow of the creek/ Bay water is not obstructed.
3. There shall be no disposal of solid or liquid waste in the coastal area. Solid waste management shall be as per Solid Wastes Management Rules, 2016.
4. Excavated material should be used for onsite filling/ leveling etc.
5. During the construction phase, all possible efforts/ measures should be taken to maintain the coastal ecology and biodiversity.
6. Project proponent should implement Environment Management plan for the project effectively and efficiently during construction and operational phase of the project to ensure that coastal environment is protected.
7. 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.
8. All the other mandatory permission from different statutory authorities should be obtained prior to the commencement of work of project



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Item No.32: **Proposed drilling of four (4) Exploratory Wells in offshore block MB-OSHP-2018/2 in Western Offshore Basin, Mumbai by ONGC**

INTRODUCTION:

The officials from the Oil & Natural Gas Corporation Limited (ONGC) presented the proposal before the Authority. The ONGC has proposed drilling of Ten (10) Exploratory Wells in offshore block MB-OSHP-2018/1 in Gujrat and drilling of four (4) Exploratory Wells in offshore block MB-OSHP-2018/2 in Western Offshore Basin, Mumbai. Total block area (MB-OSHP-2018/2) in Western Mumbai is 4,626.19 Sqkm

The nearest boundary of the field is located 11.3 km due east of Mumbai Shoreline and 16.6 km south of Juhu Beach. The MB-OSHP-2018 and MB- OSHP- 2018/2 field was originally discovered by ONGC in 1980.

Proposed projects are drilling of 10 & 4 exploratory wells and connect them to the exiting unmanned platform and subsea pipeline to offset the decline in production without increasing approved production levels in fields.

Proposed activities involves drilling of 10 & 4 offshore wells, construction of MB-OSHP-2018 and MB- OSHP- 2018/2 platform, laying & hook up of above wells through 14" subsea pipeline from MB-OSHP-2018 and MB- OSHP- 2018/2 platform to landfall point & onshore pipeline to gas processing plant, onshore terminal @90 MMSCFD (million standard cubic feet per day) and oil & condensate processing @ 1600 BPD (Barrels per day). Laying of pipeline from MB-OSHP-2018 and MB- OSHP- 2018/2 offshore platform to the onshore gas processing plant Bandra (E), Mumbai.

After conducting seismic survey in the Block MB-OSHP-2018/1 and Block MB-OSHP-2018/2, ONGC now plans to conduct Development drilling in this block to offset the decline in production without increasing approved production levels. Based on the findings of the seismic surveys, the target locations will be selected.

DELIBERATIONS:

The Authority noted that ONGC has proposed total Ten (10) Exploratory Wells, out of which, only 4 wells are proposed in Western Offshore Basin, Mumbai. Rest wells are in Gujrat State.

ONGC officials during the meeting presented that the oils are exploratory only. After exploration, if the wells are found suitable, then further line of action would be implemented for extraction of oils.


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Dr. Mirashe asked ONGC about the plan for disposal of oil mud / hazardous material from wells. ONGC officials informed that oil mud are water based. Moreover, Hazardous material are disposed as per the Hazardous material management Rules, following the applicable norms such as MARPOL convention.

The Authority noted that the project block site is located in CRZ IV (A) and the project block MB-OSHP-2018/2 is located in CRZ IV (A) & CRZ IV (B).

The Authority further noted that the PP has submitted the EIA/ EMP report prepared by Hubert Enviro Care Systems Private Limited, Chennai. The EIA report is as follows:

- The construction of various marine facilities like berths, bulk and general cargo terminal and berths, bund, shore protection measures, approach channel, emergency exit channel etc; reclamation in the intertidal as well as the sub tidal zones; and dredging would temporarily change the local marine ecology. The impacts on the benthic habitats regime would be considerable due to dredging activities. The region has a low biomass as well as diversity. The benthic population shall restore in course of one year.
- As a general rule, the developer will ensure that untreated effluents are not discharged in the marine environment.
- There will be no disposal of dredged material into the sea, it will be reused for reclamation as well as for enrichment of the shore based on its characteristics. Thus, the impact on ecology would be minor, temporary and reversible.
- Maharashtra has two Marine Protected Areas (MPAS) covering a total of 4602.5 ha. Greater Flamingos, the Lesser Flamingos and dolphins are important marine in the area. The two MPAS includes Malvan Marine Sanctuary (2912 ha) and Thane Creek Flamingo Sanctuary (1690.5 ha). These sanctuaries are famous for birds, while other wild life's are also get protected. The nearest Sanctuary to the Block MB-OSHP-2018/2 is the Thane Creek Flamingo Sanctuary which is 52.28 Km away.
 - The Block MB-OSHP-2018/2 is near from the known Marine Park / Sanctuaries hence any impact on sanctuaries due to exploration activities is envisaged. The sanctuary was notified by Govt. Gazette on 6 August 2015. This area is monitored by Maharashtra Government and the Bombay Natural History Society (BNHS) No adverse environmental effect has been observed.
 - During the drilling process, the major environmental hazards emanates from the discharge of drilling wastes and oil spillage from and accidental blowout. Surface spills are considered to be less harmful than underwater spills. The presence of the rig in the deep sea environment has an overall positive impact as it can be used as a fish aggregating device. Available environment, information in this area does not indicate the presence of any protected


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habitat or endangered species. Compliance with the existing regulations on the disposal of drilling wastes would reduce their impacts on the environment.

The Authority noted that the project block site is situated all along Maharashtra Coast. 1 well is near to Mumbai and other wells are near to other districts like Thane and Palghar. As per the ONGC, the project block is situated in Western Offshore Basin, Mumbai.

The Authority noted that as per para 5.4 CRZ IV (x) and para 7 of the CRZ, 2019, Activities shall be permitted and regulated in the CRZ IV areas as under and requires clearance from MoEF&CC, since the activities area situated in CRZ IV area.

"Exploration and extraction of oil and natural gas and all associated activities and facilities thereto"

The Authority noted that even under CRZ Notification, 2011, the proposed activities requires clearance from MoEF&CC, New Delhi

DECISION:

In the light of above, the Authority after deliberation decided to recommend the proposal of 4 wells situated in Western Offshore Basin, Mumbai to MoEF&CC, New Delhi under CRZ Notification, 2019 subject to 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 from time to time.
2. There shall be no disposal of solid or liquid waste in the coastal area. Solid waste management shall be as per Solid Wastes Management Rules, 2016.
3. All Hazardous material should be disposed of scientifically as per Hazardous material management Rules.
4. All safety measures should be implemented in order to protect the coastal / marine environment.
5. Excavated material should be used for onsite filling/ leveling etc.
6. During the construction phase, all possible efforts/ measures should be taken to maintain the coastal ecology and biodiversity.
7. Project proponent should implement Environment Management plan for the project effectively and efficiently during construction and operational phase of the project to ensure that coastal environment is protected.
8. All the other mandatory permission from different statutory authorities should be obtained prior to the commencement of work of project


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Item No.33: **Proposed beautification work at cleaveland jetty near to Indian Coast Guard at Golfadevi Road in beat no. 193 in G/N ward, Mumbai by Municipal Corporation of Greater Mumbai.**

The project proponent was absent for the meeting. It was informed that The MCGM has withdrawn the proposal. Therefore, the Authority after discussion decided to delist the proposal from records of the MCZMA


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Item No.34: Proposed additions/alterations to the existing building known as Nishika Terrace on plot bearing C. S. no. 1/739, plot no. 14-A of Worli Estates Scheme no. 52 at Khan Abdul Gaffar Khan Raod, Worli, G/S ward, Mumbai by M/s Nishika Terrace CHSL

INTRODUCTION:

The project proponent presented the proposal before the Authority. The proposal is for additions / alterations to the existing building known as Nishika Terrace on plot bearing C.S. No. 1/739, Plot No. 14 - A of Worli Estates Scheme No. 52 at Khan Abdul Gaffar Khan Road, Worli, Mumbai in G/South Ward, Mumbai.

As per remarks dated 27.07.2022 of the MCGM, the building under reference is an existing residential building for which B.C.C. was granted on 27.11.2033 for building comprising two level basements + Ground + 1st & 2nd podium + 3rd to 17th upper floors with permissible FSI 2.00

Now, the Architect has submitted the proposal for additional/ alternations in the existing building under reference on behalf of the society Nishika Terrace CHS Ltd by claiming the additional FSI permissible (as per road width)

As per proposed plan, Architect has proposed to retain the existing building and proposed horizontal & vertical extension to the rear side of the building by proposing residential flats for contravening structure tenements in the rear side.

Architect has proposed to claim 0.84 additional FSI on payment of premium along with additional FSI & its fungible FSI as per DCPR 2034

Architect has submitted plans for building comprising of two level basements + Ground + 1st & 2nd podium + 3rd to 17th _ 18th (pt) upper floors.

Hon. MC, MCGM has approved various concessions on 25.04.2022 and IOD was issued on 1.4.2022.

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

Architect has proposed to claim the FSI permissible as on date as per the clause 5.2(iii) of the CRZ Notification, 2019.


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Plot area is 1602.86 Sqm, Existing BUA is 3205.72 Sqm, BUA proposed (FSI) is 7557.94 Sqm, Non FSI area is 7994.00 Sqm and Total construction area is 15551.94 Sqm

DELIBERATIONS:

The Authority noted that as per para 5.2 (iii) of the CRZ Notification, 2019, "Buildings permitted as in (ii) above, shall be subject to the local town and country planning regulations as applicable from time to time, and the norms for the Floor Space Index (FSI) or Floor Area Ratio (FAR) prevailing as on the date of this Notification..."

The Authority noted that proposed addition / alternation 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 additions/alterations 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. Proposed addition/ alternation should be in accordance with provision of the CRZ Notification, 2019.
2. MCGM should strictly ensure that the proposed addition/ alternation 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.
4. PP to obtain the Environment Clearance under EIA Notification, 2006 from Competent Authority, if the total construction area is exceeding 20,000 Sqm
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



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Item No.35: Proposed addition / alteration in existing residential bungalow on plot bearing CTS no. C/330 of village Bandra situated at Perry Cross Road, Bandra (W), Mumbai by Shri. Sachin Tendulkar & Smt. Anjali Tendulkar

INTRODUCTION:

The project proponent presented the proposal before the Authority. The proposal is of Addition/Alteration in existing residential bungalow on plot bearing C.T.S. no. C/330, of Village Bandra, Situated at Perry Cross Road, Bandra (West), Mumbai.

As per remarks dated 3.8.2022 of the MCGM, there is existing bungalow comprising of upper basement (for service & storage) + lower basement for car parking + ground plus 1st to 3rd upper floors + fourth (part) upper floor for residential use.

In this case full occupation certificate for existing bungalow on plot under reference comprising of Upper basement (for service & storage) + lower basement for car parking + ground + 1st to 3rd upper floors + fourth (part) upper floor for residential use, has been granted on 14.10.2011.

Earlier CRZ NOC for 1.00 FSI is granted on 23rd Nov, 2007 and the bungalow is residential use.

Architect has submitted the proposal for modification with additions /alterations in the existing bungalow and proposed part fourth and full fifth floor in existing building in lieu of plot potential + 0.50 Govt FSI by paying premium + admissible TDR as per road width + Fungible compensatory area + advantage of staircase, lift, lift lobby area free of FSI as per DCPR 2034.

The existing structure / bungalow is standing on site and only addition / alternation in the existing bungalow with full 5th floor has been proposed and same can be carried out as per clause no. 5.2 of CRZ Notification, 2019

Addition/ alteration in the existing bungalow with part 4th + full 5th floor is permitted subject to existing FSI norms and other regulations as on date on date of publication of CRZ Notification, 2019.

Hon. MC, MCGM has approved various concessions on 11.02.2022

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


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As per DCPR 2034 permissible FSI is plot potential + 0.50 Govt. F.S.I. by paying premium+ admissible TDR as per road width + Fungible compensatory area + Staircase, Lift, Lift lobby area free of F.S.I. of DCPR 2034 and in view of provisions contained in clause 5.2 of CRZ Notification dated 18th January 2019.

Plot area is 836.10 Sqm, BUA proposed (FSI) is 1663.12 Sqm and Total Construction area is 2637.86 Sqm

DELIBERATIONS:

The Authority noted that as per para 5.2 (iii) of the CRZ Notification, 2019, "Buildings permitted as in (ii) above, shall be subject to the local town and country planning regulations as applicable from time to time, and the norms for the Floor Space Index (FSI) or Floor Area Ratio (FAR) prevailing as on the date of this Notification...."

The Authority noted that proposed addition / alternation 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 addition / alteration 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. Proposed addition/ alternation should be in accordance with provision of the CRZ Notification, 2019.
2. MCGM should strictly ensure that the proposed addition/ alternation 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.
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 should be obtained



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Item No.36: Proposed additions & alterations to existing building on plot bearing CTS no. 827 of village Juhu, plot no. B-2 Kapol CHSL, Vile Parle (W), Mumbai by Shri. Rajesh Yadav (Mrs. Jaya Bachchan)

INTRODUCTION:

The project proponent presented the proposal before the Authority. The proposal is for additions and alterations to existing building on plot bearing CRS No. 827 of village Juhu, Plot No. B-2, Kapol CHS Ltd, Vile parle (W), Mumbai.

As per remarks dated 3.11.2022 of MCGM, there is existing building on site comprising Basement (pt) + Ground + 1st floor and 2nd (pt) upper floors for which plans were approved on 29.4.1984.

Now, addition and alteration is proposed to existing building (Kapol CHS) comprising of existing basement floor for security rest room + Ground floor + 1st and 2nd floor and proposed 2nd (pt) + 3rd part upper floor for residential use.

The plans are proposed by utilizing plot potential + 0.50 Govt FSI by paying premium + fungible compensatory area + by claiming staircase, lift, lift lobby area free of FSI as per DCPR 2034.

As per norms of regulation of activities permissible under CRZ Notification, 2019, development is permitted as per prevailing DC regulation i.e DCPR 2034.

The proposal has received approval for various concessions from Hon. MC, MCGM on 3.8.2022.

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

The plans are proposed by utilizing plot potential + 0.50 Govt FSI by paying premium + fungible compensatory area + by claiming staircase, lift, lift lobby area free of FSI as per DCPR 2034.

Plot area is 944.70 Sqm, BUA proposed (FSI) is 1269.23 Sqm, BUA claimed free of FSI is 231.30 Sqm and Total Construction area is 1500.53 Sqm



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DELIBERATIONS:

The Authority noted that as per para 5.2 (iii) of the CRZ Notification, 2019, "Buildings permitted as in (ii) above, shall be subject to the local town and country planning regulations as applicable from time to time, and the norms for the Floor Space Index (FSI) or Floor Area Ratio (FAR) prevailing as on the date of this Notification...."

The Authority noted that proposed addition / alternation 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 additions & alterations 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. Proposed addition/ alternation should be in accordance with provision of the CRZ Notification, 2019.
2. MCGM should strictly ensure that the proposed addition/ alternation 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.
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 should be obtained



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Item No.37: Proposed addition alteration & vertical extension of existing building known as "Roopam" on plot bearing plot no. 18 of Worli Estate of Scheme no. 52, C. S. no. 742 of Worli Division, 67, Worli Sea face in G/S ward, Mumbai by Shri. Cyril S. Shroff

INTRODUCTION:

The project proponent presented the proposal before the Authority. The proposal is for additional, alteration and vertical extension of exiting building known as "Roopam" on MCGM plot no. 18 of Worli Estate Scheme No. 52, CS No. 742 of Worli Division, 67, worli Sea face, Mumbai.

As per remarks dated 28.11.2022 of the MCGM, the existing residential building 'Roopam' (Gr + 3 floors) is standing on site and only addition / alteration in existing building is with proposed additional 4th part floor and proposed Bs. + Stilt + 1st to 2nd (pt) upper floors for annex building at rear side of the exiting building and same is permissible as per para 5.2 of the CRZ Notification., 2019.

Addition / alteration is proposed with plot potential + additional FSI by paying premium based upon the road width as per DCPR 2034.

The proposal has received various concession approval from Hon. M.C. on 17.11.2022. IOD is issued on 28.11.2022.

As per MCGM remarks, the plot falls in CRZ II area and situated on landward side of existing road.

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

Addition / alteration is proposed with plot potential + additional FSI by paying premium based upon the road width as per DCPR 2034.

Plot area is 1672.25 Sqm, Exiting BUA is 2133.23, BUA proposed (FSI) is 894.55 Sqm, BUA (free of FSI) is 112.73 Sqm and Total Construction area is 3140.51 Sqm

DELIBERATIONS:

The Authority noted that as per para 5.2 (iii) of the CRZ Notification, 2019, "Buildings permitted as in (ii) above, shall be subject to the local town and country planning


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regulations as applicable from time to time, and the norms for the Floor Space Index (FSI) or Floor Area Ratio (FAR) prevailing as on the date of this Notification"

The Authority noted that proposed addition / alternation 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 addition alteration & vertical extension 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. Proposed addition/ alternation should be in accordance with provision of the CRZ Notification, 2019.
2. MCGM should strictly ensure that the proposed addition/ alternation 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.
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 should be obtained



Member Secretary



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Item No.38: Proposed extension of existing building for cold storage on land bearing plot no. 40/3, 40/4 & 40/5, Sector 18, Vashi, Navi Mumbai by M/s. Kolhapur Zilha Sahkari Dudhutpadak Sanga Ltd

INTRODUCTION:

The project proponent presented the proposal before the Authority. The Navi Mumbai Municipal Corporation has forwarded the proposal for cold storage building on plot no. 40/3, 40/4 and 40/5, Sector 18, Vashi, Navi Mumbai by M/s Kolhapur Zilha Sahkari Dhudhutpadak Sang Ltd.

There is existing building on the plot under reference. The proposal is for additional construction on the plot.

As per remarks of the NMMC, the plot is partly in CRZ II area and partly outside CRZ area. CRZ II area is 3366.44 Sqm and Non CRZ area is 1521.34 Sqm. There is existing road in front of plot. The plot is situated beyond 50 m mangrove buffer zone.

The NMMC remarks states that for CRZ II area, FSI 1 is proposed is as per 19.2.1991 norms.

- Plot area - 4887.78 Sqm
- Permissible FSI (for CRZ portion) - 1
- Permissible FSI for (Non CRZ) - 1.8
- Existing built up area - 5536.49 Sqm
- Proposed built up area (additional) - 564.578 Sqm
- Total construction area - 6101.068 Sqm

DELIBERATIONS:

The Authority noted that additional construction is permissible in CRZ II area with FSI as per town and country planning regulation existing as on 19.2.1991, under CRZ Notification, 2011. Concern planning Authority should strictly ensure the proposed FSI for the proposal is within the permissible limit of town and country planning regulations existing as on 19.2.1991.

DECISION:

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


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1. The Local Body to ensure that FSI for the proposed additional 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 strictly ensure that proposed construction is in CRZ II and situated on landward side of existing road or existing authorized structure.
3. Debris generated during the project activity should not be dumped in CRZ area. It should be processed scientifically at a designated place.
4. All other required permission from different statutory authorities should be obtained

-----Meeting ended with vote of thanks to chair-----

Annexure I

List of members/officials present in the online meeting:

1. Mr. Bhushan Gagrani, ACS, UDD, Member, MCZMA
2. Mr. Adarsh Reddy, Addl Charge, PCCF, Mangrove Cell
3. Dr. Mahesh Shindikar, College of Engineering, Pune, Expert Member, MCZMA
4. Mr. Mirashe, Representative from the Industry Dept, Member MCZMA
5. Dr. Anish Andheria, Expert Member, MCZMA
6. Mr. Maruti Kudale, Ex Director, CWPRS, Expert Member, MCZM
7. Dr. A. K. Chaubey, Expert Member, MCZMA
8. Mr. Sunil Bhat, Dyche. MCGM, Member MCZMA
9. Mr. Abhay Pimparkar, Director, Environment & CC and Member Secretary, MCZMA



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Item No.39: Proposed construction of resort building on plot bearing S. no. 8/7 at Dahanu, Tal. Dahanu, Dist. Palghar by Shri. Santosh Shetty.

INTRODUCTION:

The project proponent presented the proposal before the Authority. The proposal is for construction of resort building on plot bearing S. no. 8/7 at Dahanu, Tal. Dahanu, Dist. Palghar

The proposal of construction of resort building on plot bearing S. no. 8/7 at Dahanu, Tal. Dahanu, Dist. Palghar was considered in the 162nd meeting of MCZMA held on 7th December, 2022. In the said meeting, the Authority observed that the Dahanu Municipal Council should provide approved CZMP, 2011 showing the site with remarks whether the site is situated on landward side or seaward side of the existing road or existing authorized structure.

The proposal is for construction of resort comprises of Building A, B, C, D of Ground + 1st Floor on plot bearing S. no. 8/7 at Dahanu, Tal. Dahanu, Dist. Palghar

As per sanctioned Development Plan, the plot is in Tourism Zone & Horticulture Zone

Plot area is 7933.00 Sqm, Total built up area is 2441.57 sqm

As per the remarks of the Dahanu Municipal Council, the plot falls in CRZ II area and situated on landward side of existing road.

DELIBERATIONS:

The Authority noted that the Annexure III of CRZ Notification, 2011 (amended on 4th Feb, 2015) mentions Guidelines for development of beach resorts or hotels in the designated areas of CRZ-III and CRZ-II for occupation of tourist or visitors with prior approval of the Ministry of Environment and Forests. Prior approval of MoEF is required for the beach resort or hotel project.

The Authority noted that prior to commencement of construction, the PP need to obtain all necessary permission from different statutory authorities. The PP need to submit the Rapid EIA/ EMP for the project.


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DECISION:

In the light of above, the Authority after deliberation decided to recommend the proposal from CRZ point of view under CRZ Notification, 2011 to MoEF&CC subject to compliance of following conditions:

1. Proposed construction should be in accordance with provision of the CRZ Notification, 2011
2. Local body to strictly ensure that proposed construction is in CRZ II and situated on landward side of existing road or existing authorized structure.
3. live fencing and barbed wire fencing with vegetative cover may be allowed around private properties subject to the condition that such fencing shall in no way hamper public access to the beach;
4. All condition of the Annexure III of the CRZ Notification, 2011 (amended from time to time) should be complied with.
5. Prior Permission from the Maharashtra Pollution of Control Board and State Ground Water Authority should be obtained.
6. All other required permission from different statutory authorities should be obtained


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Table Item No.1:

Proposed addition / alteration work in existing residential building on plot bearing CTS No. 997 of village Juhu, F. P. No. 16(pt) of TPS santacruz, Juhu Sector No. II, Juhu Tara Road, Santacruz (W), Mumbai by M/s Kaalkaa Real Estate Pvt Ltd

INTRODUCTION:

The Consultant presented the proposal before the Authority. The Municipal Corporation of Greater Mumbai vide letter dated 9.1.2023 forwarded the proposal of addition / alteration work in existing residential building on plot bearing CTS No. 997 of village Juhu, F. P. No. 16(pt) of TPS santacruz, Juhu Sector No. II, Juhu Tara Road, Santacruz (W), Mumbai

The existing building was granted full occupation on 23.1.2013 for building comprising of 1 level of basement + Stilt floor + 1st and 2nd floor + 3rd to 8th upper floor. Hence, it is seen that the said development is permissible as per CRZ Notification, 2019. There is earlier CRZ clearance dated 11.6.2007 granted by MoEF, new Delhi

Now, the proposal is for addition/ alteration work in the exiting building comprising of 1 level of basement + Stilt level + 1st and 2nd level floors + 3rd to 8th upper floor + Terrace floor in lieu of proportionate plot potential + Additional FSI on payment of premium + Admissible TDR + over and above BUA as per teg. 33(20) (B) + Fungible compensatory area along with benefit of Staircase, lift, lift lobby free of FSI as per DCPR 2034 and policies in force as on date and as per CRZ Notification, 2019 (as on 18th January, 2019)

The proposal is sanctioned with various concessions from Hon. Municipal Commissioner, MCGM on 4.1.2023.

As per the MCGM remarks, the plot falls in CRZ II area. The existing structure is on the landward side of existing authorized structure

The plot under reference is situated in Residential zone and is not reserved for any public purpose and is abutting to RL of 27.45 meter wide Juhu Tara Road on ease side of the plot.


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As per MCGM remarks:

Building	Existing	Proposed BUA for FSI purposed including fungible (Sqm)	BUA claimed free of FSI (Sqm)	Total construction area (Sqm)
Existing Building 1	2065.56 Sqm			2065.56
Existing Building 2	745.24 Sqm	1665.47	1753.35	4164.06
Total	2810.80	1665.47	1753.35	6229.62

DELIBERATIONS:

The Authority noted that Hon'ble High Court passed an order dated 20.9.2022 in WP (L) No. 22398/2022 (Kaalkaa Real Estate Private Ltd V/s MCGM). *As per the said order, "the respondents are directed to execute the orders dated 11th March, 2022, 16th March, 2022 and 23rd June, 2022 within two weeks from today and to demolish the unauthorized construction carried out by the petitioners and to report compliance before this court within one week from the date of implementing the order passed by this Court."*

Hon'ble Supreme Court order 26.9.2022 in Special Leave to appeal (C) No. 16937-16938/2022 states that *"The Special leave petitions are dismissed
At the request of leaned senior Counsel for the petitioner, three months' time is granted to bring the building in conformity with the terms of the order of the demolition to be duly verified by the respondent corporation and in case the needful is not done within the stipulated time, the impugned judgement(s) will be implemented by the Corporation. Once compliance take place noting precludes the petitioner from seeking fresh approvals as per current norms"*

The Authority during the meeting asked whether the compliance of various court orders including Hon'ble Supreme Court has been complied with or now. The consultant during the meeting stated that court orders including Hon'ble Supreme Court has been complied with and hence, application seeking fresh approval for additional / alternation has been submitted as per current norms. The PP has submitted undertaking stating that PP have complied with the orders passed including the order of Hon'ble Supreme Court of India dated 26.9.2022 in SLP (Civil) No. 16937-38 of 2022.

The Authority further noted that as per para 5.2 (iii) of the CRZ Notification, 2019, *"Buildings permitted as in (ii) above, shall be subject to the local town and country planning*



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regulations as applicable from time to time, and the norms for the Floor Space Index (FSI) or Floor Area Ratio (FAR) prevailing as on the date of this Notification..."

The Authority noted that proposed addition / alternation 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 addition / alternation 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. Proposed addition/ alternation should be in accordance with provision of the CRZ Notification, 2019.
2. MCGM to strictly ensure that the various orders of Hon'ble High Court and Hon'ble Supreme Court has been complied with, before commencement of work of addition/ alternation.
3. MCGM should strictly ensure that the proposed addition/ alternation 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.
4. Debris generated during the project activity should not be dumped in CRZ area. It should be processed scientifically at a designated place.
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


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Table Item No.2: **Proposed deficient Married Accommodation for sailors at Worli, Mumbai under INS Trata by Headquarter, Maharashtra Naval Area**

INTRODUCTION:

The Commandant, Indian Navy, Headquarter, Maharashtra Naval Area, Ministry of Defense presented the proposal before the Authority. The proposal is for construction of deficient Married Accommodation for sailors at Worli, Mumbai.

The Western Naval Command is the largest Command Headquarters of Indian Navy co-located with Area Headquarters located in south Mumbai to meet operational and administrative requirements.

As per authorization in scales of Accommodation for Defense Services 2022, Colaba Naval Station has considerable deficiency in married accommodation for sailors which are presently managed by sharing of accommodation. This shortcomings of married accommodation for sailors has a bearing on the morale of seagoing sailors.

Hence, Married Accommodation for sailors at Worli, Mumbai under INS Trata is proposed.

As per presentation 2 towers are proposed. A building comprises of Ground = 29 floors (includes G + 3 podium parking).

Plot area is 5.4 Acres, Total area of one tower 36406.00 Sqm. Area of two towers is 36406.00 sqm x2 = 51791.12 Sqm. FSI is 2.37.

Proposed tower will have utility facility such as Rainwater harvesting, STP etc. Along with utilities, road (574 RM) and retaining walls (2 m & 4 m height) is also proposed.

Commandant, Indian Navy further presented that the site is situated in CRZ II area, as per the approved CZMP showing site under refer.

DELIBERATIONS:

The Commandant, Indian Navy presented that the proposal of construction of married accommodation is important for sailors of Indian Navy. The site is situated in CRZ II area, as per the approved CZMP, 2019. He further presented that the site is situated on landward side of the existing water tower present within the periphery of the Indian Navy Land.


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It was further noted that the project also requires Environment Clearance under EIA Notification, 2006 since total construction area exceeds 20,000 Sqm.

The Authority noted that as per Office Memorandum dated 29th November, 2022, under the heading "projects requiring CRZ clearance and also Environment Clearance (EC) as per EIA Notification, 2006"

"All construction activities related to projects of Department of Atomic Energy or National Defense or strategic or security importance that requires EC under Category 'B'" requires combined EC & CRZ from the Ministry.

The Authority noted that the project is important from Security and defence point of view.

DECISION:

In the light of above, the Authority after deliberation decided to recommend the proposal from CRZ point of view under CRZ Notification, 2011 to MoEF&CC subject to compliance of following conditions:

1. Proposed construction should be in accordance with provision of the CRZ Notification, 2019
2. PP should strictly ensure that the proposed addition/ alternation 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.
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 should be obtained


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Table Item No.3: Proposed repairs amounting to reconstruction of existing building known as 'Turner Morrison' on plot bearing C.S. No.1/198 of Fort Division at Bank Street, Fort, and Mumbai in 'A' Ward by M/s KMP Properties LLP

INTRODUCTION:

The project proponent presented the proposal before the Authority. The proposal is for repairs amounting to reconstruction of existing building known as 'Turner Morrison' on plot bearing C.S. No.1/198 of Fort Division at Bank Street, Fort, Mumbai

As per remarks dated 2.11.2022 of the MCGM, there is existing commercial building comprising of Basement + Ground +1st to 3rd floor+4th (pt.) upper floors on plot under reference.

The proposal is for repairs amounting to reconstruction by retaining the external façade walls of the existing building and proposed reconstruction of the internal core along with internal addition and alteration in the building comprising of Basement + Ground + 1st to 4th floor upper floors, as per DCPR 2034.

Architect has proposed to claim the BUA of the existing building permissible as on date as per para 5.2(iii) of the CRZ Notification, 2019

The site falls within 100 meter of Horniman circle precinct and Grade I Heritage site Buffer / Vista.

Hon. MC, MCGM has approved various concessions on 26.08.2022. IOD issued on 19.9.2022.

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

Plot area - 1180.60 Sqm, BUA proposed (FSI) - 4679.68 Sqm, Non FSI area - 559.76 Sqm and Total Construction area - 5238.44 Sqm

DELIBERATIONS:

The PP presented that the proposal involves repairs amounting to reconstruction of existing building on the site under reference. While reconstruction, external facade of the existing building will be maintained since the site falls within 100 meter of Horniman circle


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precinct and Grade I Heritage site Buffer / Vista. Hon'ble MC, MCGM has approved the plans.

The Authority noted that Herirage Noc from the competent Authority need to be obtained by the PP.


The Authority noted that as per para 5.2 (iv) 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 and in the event that.."*

The Authority noted that proposed repairs amounting to reconstruction 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 amendment 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. Proposed repairs amounting to reconstruction should be in accordance with provision of the CRZ Notification, 2019.
2. MCGM should strictly ensure that the proposed repairs amounting to reconstruction 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. PP to obtain the Heritage Noc from the competent Authority, if required. MCGM to ensure the same, 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.
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


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Table Item No.4: **Proposal for widening of existing container berth at
Jawaharlal Nehru Port Authority, District Raigad by JNPT**

INTRODUCTION:

The JNPT officials presented the proposal before the Authority. The JNPT has proposed widening of existing container berth at Jawaharlal Nehru Port Authority by JNPT. Jawaharlal Nehru Port Authority is in the process of widening of existing Container Berth at JNPT, Navi Mumbai. The project is located between NSICT container berth and exiting shallow water berth of JNPT.

Jawaharlal Nehru Port Authority now process widening of container berths which involves:

- Increase of crane Rail span from 20 m to 30.50 m for 680 m berth length.
- Increase of deck width of the berth by 15 m on land side for smooth vehicle maneuvering & for keeping vessels hatch covers.
- Up-gradation and strengthening of existing 530 m berth and 150m wharf to accommodate design vessels of size 12200 TEU for which the facility was originally designed & commissioned.
- Up-gradation of Fenders and Bollards as may be necessary.
- Repairs and strengthening of existing damaged portion of the berth structures as may be necessary.
- Underdeck repairs of the existing structure wherever necessary.

DELIBERATIONS:

The Authority asked the JNPT officials about the Environment / CRZ clearance obtained for existing container berth at JNPT. The Officials of JNPT informed that activity of existing berth was part of the Environment Clearance was obtained for the JNPT port was obtained in 1989 (i.e. prior to CRZ Notification, 1991).

The PP presented that the JNPT has proposed widening of existing container berth.

The Authority noted that the project for widening of Container Berth at Jawaharlal Nehru Port Authority at Sheva, Navi Mumbai superimposed in 1:4000 Scale CRZ map prepared by IRS, Chennai. Proposed widening part falls within the CRZ category- CRZ IV-A area.

JNPT has submitted the EIA/ EMP report prepared by Mantec Consultants Pvt Ltd) Nabet accredited consultant). The report states that there is no removal of mangrove involved in the project. Due to continuous ship movement, fisheries are not well developed in the area. Hence no significant impacts on fisheries are anticipated.


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DECISION:

In the light of above, the Authority after deliberation decided to recommend the proposal to MoEF&CC, New Delhi under CRZ Notification, 2011 subject to following conditions

1. The proposed construction should be carried out strictly as per the provisions of CRZ Notification, 2011 (as amended from time to time) and guidelines/clarifications given by MoEF from time to time.
2. Construction constructions should be carried with with minimum interference with tidal water flow, so that free flow of tidal water is not obstructed.
3. Natural course of creek/river water should not be hampered due to proposed activities.
4. During construction phase, the project implementing agency should proactively implement all possible appropriate environmental measures to achieve minimum disturbance to coastal ecosystem.
5. The construction debris and dredged material should not be disposed off in the creek water to avoid any adverse impact on marine water quality.
6. PP to ensure that best industrial practices should be followed for fire safety measures and for conservation of coastal environment
7. 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.
8. The Project proponent should be effectively implement the mitigation measure and Environment Management Plan during construction and operation phase of the project.
9. All other required permission from different statutory authorities should be obtained


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Table Item No.5: **Regarding project of balance work of 4th container terminal
and marine container terminal by M/s JNPA, Navi Mumbai**

INTRODUCTION:

The JNPT officials presented the proposal before the Authority. The JNPT vide letter dated 6.7.2022 has submitted application regarding balance work of 4th container terminal and marine container terminal by M/s JNPT, Navi Mumbai with a request to consider the matter as per observations of the EAC meeting.

Earlier, the project i.e. 4th Terminal received the Environment clearance (EC) dated 28th July, 2008 under CRZ Notification, 1991 and EIA Notification, 2006, by MoEF, New Delhi for 200 Ha reclamation. The validity of the said EC was upto year 2018.

Further, for balance work of 4th Terminal (Phase II), the JNPT applied to MCZMA, as per recommendations of the TOR granted by the MoEF&CC, New Delhi. The MCZMA in its 130th meeting deliberated the proposal and vide letter dated 12th June, 2019 recommended the proposal to MoEF&CC, New Delhi from CRZ point of view. The MoEF&CC, New Delhi vide letter dated 9.10.2019 granted CRZ and EC for the balance work of 4th Terminal.

Further, due to change in layout of reclamation, the JNPA (erstwhile JNPT) sought amendment in EC & CRZ clearance has uploaded application for amendment in EC & CRZ clearance due to revise layout & submitted to MoEF & CC on 16.08.2021. The Environment Dept (in absent of MCZMA) deliberated the proposal and noted that as per the CZMP approved under CRZ Notification, 2011 by MoEF&CC, New Delhi, site of balance work of 4th CT project is situated in CRZ IV area. The JNPT has submitted the CRZ survey report and CRZ map in 1:4000 scale prepared by IRS, Chennai (MoEF authorized agency). As per the said CRZ map, the site for proposed revised layout of 4th Terminal (Phase II) at JNPT, Navi Mumbai falls in CRZ IV A and CRZ IV B area as per existing approved CZMP under CRZ Notification, 2011.

Accordingly, the Environment Dept vide letter dated 16th Sep, 2021 recommended the proposal to MoEF&CC, New Delhi. Amendment in Environmental clearance for revise layout was granted on 18.10.2021 by MoEF&CC, New Delhi.

DELIBERATIONS:

The JNPT officials presented that while deliberating on the proposal, EAC, Delhi took note of the order passed by the Hon'ble National Green Tribunal in Dilip Pandurang Koli & Ors Vs Union of India & Ors matter. EAC states the experts of Hon'ble NGT order as follows:


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"While regard to area falling in CRZ-IA, we accept the report which is backed by the Coastal Zone Management Plan (CZMP), duly approved by MoEF & CC on 18.08.2018. As per report, a small part of landing point of the reclamation work touches CRZ-IA area. The project should not cover such area in view of mandate of law. The MCZMA may clearly demarcate the area of CRZ-IA which is part of the project so that the project is confined to CRZ-IV area since CRZ-IA which is ecological sensitive area where the project is not permitted, as already observed and rightly pointed out by the applicants as well as the Committee.

With regards to the impact on traditional fisheries by the local fisher folks, we accept the view of the Committee that free of tidal water into the creek has to be ensure to enable navigation of boats to sustain fishing practices. We direct the MCZMA and MoEF & CC to incorporate these conditions in the EC by way of an addenda and also direct the PCB to incorporate such conditions in the consents. We direct the project proponent to ensure that free flow of tidal water be maintained and the project be designed and operated in a manner so as not to adversely affect such free flow and fishing practices"

The EAC taking into account the submission made by the project proponent had a detailed deliberation in its 300th meeting on 15th June, 2022. The EAC suggested JNPA to apply to at MCZMA in view of the orders of the Hon'ble NGT. The necessary amendments shall be made once recommendation from MCZMA are received. Proponent shall also apply for Name Change/ Transfer of EC from JNPT to JNPA for their existing ECs.

In response to EAC minutes, the Authority noted that the JNPT vide letter dated 6.7.2022 submitted the followings:

1. As per revised layout project fall under CRZ IV A and B, the MCZMA recommended the revised proposal on 16th Sep, 2021 to MoEF&CC, New Delhi and amendment in EC for revised layout received on 18th Oct, 2021 as per revised layout.
2. Amendment of Consent to Establish is received from MPCB. The free flow of tidal water is maintained and fishing practices area not denied.
3. It may be noted that, JNPA had deposited their share of Rs. 66. 63 Crores in Hon'ble Supreme court as per order of NGT in the matter of shri Ramdas Koli and others 2015 regarding livelihood of affected fishermen and JNPA challenged the same in Supreme Court. To come with way forward, a meeting was held by the Chairman JNPA with Commissioner (Fisheries) on 16th September, 2021 and Commissioner (Fisheries) had also suggested that the amount due may be settled at the earliest.

Commissioner Fisheries suggested as under:

- i. Appeal of JNPA in above said matter may be withdrawn so that beneficiary's fishermen can get their dues


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- ii. Further amount determined of Rs. 50 lacs and restoration cost as per JNPA share as per NGT order to be given to Collector for activities of mangrove plantation, ensuring free passage of tidal current etc. in consultation with MCZMA
 - iii. Even after distribution of this amount to these fishermen, if any further grievances of the affected fishermen, the same shall be examined by the Expert Committee as per the prevalent policy for resolution.
1. Commissioner Fisheries informed that on compliance with above suggestions, there is no separate NoC required from the Commissioner, Fisheries
 2. Accordingly, JNPA has decided to withdraw an appeal filed in the Hon'ble Supreme Court Civil Appeal No. 4455-4456/2015 in the matter of NGT case of Shri Ramdas Koli & Ors in pursuance to meeting held with the commissioner (Fisheries) on 16th Sep, 2021. Interim Application was filed to withdraw the Civil Appeal No. 4455-4456 of 2015 before Hon. Supreme Court in March, 2022 which is pending for listing before Hon. Supreme Court.
 3. The NGT order in the matter of Shri Pandurang Koli Vs Union of India was placed before 300th meeting of EAC by MOEF&CC and EAC in its meeting held on 15th June, 2022 directed MoEF&CC that JNPA shall approach MCZMA and subsequently it will be endorsed by EAC. The EAC minutes are received. It was also mentioned that the proponent shall also apply for Name Change / Transfer of EC from JNPT to JNPA for their existing ECs. The necessary amendments to EC shall be made once recommendations from MCZMA are received.

The Authority asked JNPT whether the construction of balance work is proposed in CRZ IV or CRZ IA area. The JNPT officials presented that the site of balance work is situated completely in CRZ IV area. The CRZ & EC clearance dated 18th Oct, 2021 granted for revised layout of balance work of 4th terminal by the MoEF&CC, New Delhi also clearly stated that the project site is in CRZ IVA area.

The Authority further asked about the compliance of the Hon'ble NGT order with respect to issues of fishermen. The JNPT officials informed that *free of tidal water into the creek is ensured to enable navigation of boats to sustain fishing practices*. Moreover, the JNPT is committed to compensate for fishermen. JNPA had deposited their share of Rs. 66.63 Crores in Hon'ble Supreme court as per order of NGT in the matter of Shri Ramdas Koli and others 2015 regarding livelihood of affected fishermen.

Taking into consideration the submission of the JNPT, the Authority asked the JNPA to submit the undertaking stating the followings:


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- Balance work of 4th terminal is carried out in CRZ IV area and not in CRZ IA area
- Free of tidal water into the creek is ensured to enable navigation of boats to sustain fishing practices.
- Directions of the Hon'ble NGT order has been complied with.

Accordingly, the JNPA has submitted an undertaking stating that:

1. The port is taking care to comply conditions of NGT order as well as court order
2. The ongoing work is in progress in CRZ IV as per the environmental, CRZ clearance and the port is complying with conditions of EC/ CRZ and following EMP in consultation with concessionaire
3. JNPA confirms that the port is maintaining the free flow of tidal water in the port area
4. JNPA undertake and confirm that the fishing is allowed by the port in the harbour except in the navigational channel due to safety norms
5. JNPA comply with the recent Supreme Court order dated 14th Dec, 2022.

DECISION:

In the light of above, taking in to account the observations of the Hon'ble NGT and minutes of EAC, New Delhi, the Authority after deliberation decided to recommend the matter to MoEF&CC, New Delhi with following additional points:

1. Matter is recommend for change in name from JNPT to JNPA
2. Free of tidal water into the creek should be ensured by JNPA to enable navigation of boats to sustain fishing practices.
3. Observations/ Directions of the Hon'ble NGT order with respect to livelihood of local fishermen should be complied with.
4. Earlier conditions stipulated in CRZ clearance granted by MCZMA/ MoEF&CC shall remain unchanged.
5. Project activities shall be carried out in CRZ IV area only and not in CRZ IA area.



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Table Item No.6: **Proposed construction of anti-sea erosion bund at village Devbag, Tal. Malvan, Dist. Sindhudurg by Harbour Engineer, PWD**

INTRODUCTION:

The PWD officials and consultant presented the proposal before the Authority. Harbour Engineer (PWD), Sindhudurg has submitted the proposal for construction of anti-sea erosion bund at village Devbag, Tal. Malvan, Dist. Sindhudurg. Total length of the anti-sea erosion bund is 510 meter

As per PWD remarks, the site of coastal protection works falls in CRZ I (B) area.

The PWD has submitted the Rapid EIA report is submitted through accredited consultant i.e. M/s Enkay Enviro Services Pvt. Ltd. for the proposed activities.

DELIBERATIONS:

The PWD officials presented that the bund is proposed where there are houses of local villagers for providing protection against the coastal erosion. Soft measures at the site would not withstand the wave pressure and may cause flooding in the area.

Dr. Chaubey, Expert member opined that proposed bund should be connected to existing bund in order to cover the coastal stretch effectively against the coastal erosion.

The Authority after deliberation felt that the PWD need to proposed the bund in continuity with the existing bund.

The Authority noted that as per para 4(i) (f) of the CRZ, 2011, following is permissible - construction and operation for ports and harbours, jetties, wharves, quays, slipways, ship construction yards, breakwaters, groynes, erosion control measures;

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


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DECISION:

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

1. Proposed activity should in accordance with provision of the CRZ Notification, 2011 (amended from time to time)
2. PWD to ensure that anti sea erosion bund is proposed on landward side of the High Tide Line of the coastline and considering High Water level. Beach area should not be reduced due to the proposed bund.
3. Proposed bund should be connected to existing bund in order to cover the coastal stretch effectively against the coastal erosion.
4. Precaution should be taken by PWD while construction that proposed bund does not occupy the beach area
5. On seaward side of the proposed bund, natural creepers should be planted by PWD.
6. Natural geo-morphological features like sand dune, turtle breeding sites, mangroves if any should not be disturbed.
7. Natural stream, creeklets and natural water bodies should not be disturbed and reclaimed while implementing the coastal protection works.
8. Debris generated during the project activity should not be dumped in CRZ area. It should be processed scientifically at a designated place.
9. PWD to implement recommendations of the EIA / EMP report for mitigation of environment impacts
10. All other required permission from different statutory authorities should be obtained.



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Table Item No.7: Proposed construction of anti-sea erosion bund at village Dandi (Moreshwar Ranj), Tal. Malvan, Dist. Sindhudurg by Harbour Engineer, PWD

INTRODUCTION:

The PWD officials and consultant presented the proposal before the Authority. Harbour Engineer (PWD), Sindhudurg has submitted the proposal for construction of anti-sea erosion bund at village Dandi (Moreshwar Ranj), Tal. Malvan, Dist. Sindhudurg.

Total length of the anti-sea erosion bund is 225 meter.

As per PWD remarks, the site of coastal protection works falls in CRZ I (B) area.

Rapid EIA report is submitted through accredited consultant i.e. M/s Enkay Enviro Services Pvt. Ltd. for the proposed activities.

DELIBERATIONS:

The Authority observed that creeklet is going inside the village and there are houses along the creekfront.

Dr. Chaubey Expert member opined that the site is ideal of plantation along the creeklet which will help in stabilizing the soil and arresting the coastal erosion.

Dr. Shindikar, Expert member suggested that considering the low wave action at the creekfront local stone Laterite (Jambha stone) along the creekfront could be used, which would be in sync with the local environment and could withstand the wave pressure.

The PWD officials CWPRS suggested wall for training along the creekfront considering the wave pressure in the creeklet.

The Authority noted that as per para 4(i) (f) of the CRZ, 2011, following is permissible - construction and operation for ports and harbours, jetties, wharves, quays, slipways, ship construction yards, breakwaters, groynes, erosion control measures;

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


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DECISION:

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

1. Proposed activity should in accordance with provision of the CRZ Notification, 2011 (amended from time to time)
2. PWD to ensure that anti sea erosion bund is proposed on landward side of the High Tide Line of the coastline and considering High Water level. Beach area should not be reduced due to the proposed bund.
3. PWD may explore use of laterite stone for construction of wall.
4. On seaward side of the proposed bund, natural creepers should be planted by PWD.
5. Natural geo-morphological features like sand dune, turtle breeding sites, mangroves if any should not be disturbed.
6. Natural stream, creeklets and natural water bodies should not be disturbed and reclaimed while implementing the coastal protection works.
7. Debris generated during the project activity should not be dumped in CRZ area. It should be processed scientifically at a designated place.
8. PWD to implement recommendations of the EIA / EMP report for mitigation of environment impacts
9. All other required permission from different statutory authorities should be obtained.



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Table Item No.8: **Proposed construction of anti-sea erosion bund at village Masurkar Juva, Tal. Malvan, Dist. Sindhudurg by Harbour Engineer, PWD**

INTRODUCTION:

The PWD officials and consultant presented the proposal before the Authority. Harbour Engineer (PWD), Sindhudurg has submitted the proposal for construction of anti sea erosion bund at village Masurkar Juva, Tal. Malvan, Dist. Sindhudurg. Total length of the anti-sea erosion bund is 880 meter. As per PWD remarks, the site of coastal protection works falls in CRZ I (B) area.

Rapid EIA report is submitted through accredited consultant i.e. M/s Enkay Enviro Services Pvt. Ltd. for the proposed activities.

DELIBERATIONS:

The PWD officials presented that bund is proposed along the Masurkar Juva island which is situated deep inside in the river. The land mass on the island is eroding fast and there is a danger that the landmass of village may wash away in the strong currents of the river. Coconut trees present along the island banks are uprooted on regular basis due to loosening of the soil along the island.

Dr. Shindikar, Expert Member opined that the geography of the island is peculiar, hence, hydraulic studies need to be carried out before proposing the bund at the island.

Dr. Kudale, Expert Member observed that impact of the currents / flow of rivers on the island along with hydraulic studies needs to be studied so that holistic measures could be implemented for mitigating the erosion at the island. Mix of soft measure along with hard structures could be suggested once the study is conducted.

Dr. Andheria, Expert member opined that island is located in the river at a considerable distance from the sea. It required different approach for coastal protection than usual approach of constructing the bund. He further deliberated that coastal erosion problem at Maharashtra Coast is becoming a recurrent phenomenon. Hence, scientific study needs to be carried out for the Maharashtra coastal and its erosion trends needs to be identified so that holistic solution which will cover mix of all available measures (soft and hard coastal engineering methods) could be designed site specific considering the local coastal-geomorphology and needs of local people.

He further observed that since the geography of the island is unique and there is demand from local people considering urgent need for stopping the landmass from washing away, the bund may be proposed as a urgent measure.


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The Authority deliberated the matter at length and felt that it is necessary to carry out detailed in depth study of the Maharashtra Coast and its erosion / accretion station so that long term holistic measures could be implemented for mitigating the coastal erosion. However, at times where there is urgent need & demand from the local villagers to protect their land mass wherein their very survival is dependant, in such scenarios, considering the gravity of the situation, construction of anti-sea erosion bund becomes inevitable. In the present case, the Authority felt that bund is a requirement to protect the island and its local inhabitants.

The Authority noted that as per para 4(i) (f) of the CRZ, 2011, following is permissible - construction and operation for ports and harbours, jetties, wharves, quays, slipways, ship construction yards, breakwaters, groynes, erosion control measures;

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

DECISION:

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

1. Proposed activity should in accordance with provision of the CRZ Notification, 2011 (amended from time to time
2. PWD to ensure that anti sea erosion bund is proposed on landward side of the High Tide Line of the coastline and considering High Water level. Beach area should not be reduced due to the proposed bund.
3. PWD to carry out hydraulic studies for monitoring the impact of bund on the island.
4. On seaward side of the proposed bund, natural creepers should be planted by PWD.
5. Natural geo-morphological features like sand dune, turtle breeding sites, mangroves if any should not be disturbed.
6. Natural stream, creeklets and natural water bodies should not be disturbed and reclaimed while implementing the coastal protection works.
7. Debris generated during the project activity should not be dumped in CRZ area. It should be processed scientifically at a designated place.
8. PWD to implement recommendations of the EIA / EMP report for mitigation of environment impacts
9. All other required permission from different statutory authorities should be obtained.


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Table Item No.9: **Proposed construction of anti-sea erosion bund at village
Medha Rajkot, Tal. Malvan, Dist. Sindhudurg by Harbour
Engineer, PWD**

INTRODUCTION:

The PWD officials and consultant presented the proposal before the Authority. Harbour Engineer (PWD), Sindhudurg has submitted the proposal for construction of anti-sea erosion bund at village Medha Rajkot, Tal. Malvan, Dist. Sindhudurg.

Total length of the anti-sea erosion bund is 220 meter. As per PWD remarks, the site of coastal protection works falls in CRZ I (B) area.

Rapid EIA report is submitted through accredited consultant i.e. M/s Enkay Enviro Services Pvt.. Ltd. for the proposed activities.

DELIBERATIONS:

The PWD officials presented that the bund is proposed considering the local settlement and lands. Soft measures at the site would not be efficient solution.

Dr. Kuldale, Expert Member observed that proposed bund should not have an acute angle and it need to have adequate curve considering the site geography. The PWD officials informed that the proposed bund is designed considering the natural topography avoiding the acute angle.

The Authority suggested that precaution should be taken by PWD while construction that proposed bund does not occupy the beach area

The Authority noted that as per para 4(i) (f) of the CRZ, 2011, following is permissible - construction and operation for ports and harbours, jetties, wharves, quays, slipways, ship construction yards, breakwaters, groynes, erosion control measures;

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


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DECISION:

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

1. Proposed activity should in accordance with provision of the CRZ Notification, 2011 (amended from time to time)
2. PWD to ensure that anti sea erosion bund is proposed on landward side of the High Tide Line of the coastline and at High Water level. Beach area should not be reduced due to the proposed bund.
3. PWD to ensure that there should not be acute angle in proposed bund.
4. Precaution should be taken by PWD while construction that proposed bund does not occupy the beach area
5. On seaward side of the proposed bund, natural creepers should be planted by PWD.
6. Natural geo-morphological features like sand dune, turtle breeding sites, mangroves if any should not be disturbed.
7. Natural stream, creeklets and natural water bodies should not be disturbed and reclaimed while implementing the coastal protection works.
8. Debris generated during the project activity should not be dumped in CRZ area. It should be processed scientifically at a designated place.
9. PWD to implement recommendations of the EIA / EMP report for mitigation of environment impacts
10. All other required permission from different statutory authorities should be obtained.


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Table Item No.10: **Proposed construction of anti-sea erosion bund (Pitching) at village Shiroda Kerwada, Tal. Vengurla, Dist. Sindhudurg by Harbour Engineer, PWD**

INTRODUCTION:

The PWD officials and consultant presented the proposal before the Authority. Harbour Engineer (PWD), Sindhudurg has submitted the proposal for construction of anti sea erosion bund at village Shiroda Kerwada, Tal. Vengurla, Dist. Sindhudurg.

Total length of the anti-sea erosion bund is 500 meter. As per PWD remarks, the site of coastal protection works falls in CRZ I (B) area.

Rapid EIA report is submitted through accredited consultant i.e. M/s Enkay Enviro Services Pvt.. Ltd. for the proposed activities.

DELIBERATIONS:

Dr. Kuldale, Expert member informed that the site is one of the most beautification site in the coastal areas of the Maharashtra. There is less wave action and sand bar is protecting the site from coastal erosion. He further opined that there is no need of seawall at the site.

The PWD officials presented that sea wall is not proposed at the site. Only, pitching is proposed which is required for its protection.

Dr. Kuldale, PWD may carry out pitching only barring any solid construction of bund.

The Authority noted that as per para 4(i) (f) of the CRZ, 2011, following is permissible - construction and operation for ports and harbours, jetties, wharves, quays, slipways, ship construction yards, breakwaters, groynes, erosion control measures;

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


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DECISION:

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

1. Proposed activity should in accordance with provision of the CRZ Notification, 2011 (amended from time to time)
2. PWD to ensure that anti sea erosion bund is proposed on landward side of the High Tide Line of the coastline and considering High Water level. Beach area should not be reduced due to the proposed bund.
3. PWD to strictly ensure that only, pitching is proposed which is required for its protection. No sea wall should be constructed.
4. Sand bards at the site should not be disturbed.
5. Natural geo-morphological features like sand dune, turtle breeding sites, mangroves if any should not be disturbed.
6. Natural stream, creeklets and natural water bodies should not be disturbed and reclaimed while implementing the coastal protection works.
7. Debris generated during the project activity should not be dumped in CRZ area. It should be processed scientifically at a designated place.
8. PWD to implement recommendations of the EIA / EMP report for mitigation of environment impacts
9. All other required permission from different statutory authorities should be obtained.

-----Meeting ended with vote of thanks to chair-----

Annexure I

List of members/officials present in the online meeting:

1. Mr. Bhushan Gagrani, ACS, UDD, Member, MCZMA
2. Mr. Adarsh Reddy, Addl Charge, PCCF, Mangrove Cell
3. Dr. Mahesh Shindikar, College of Engineering, Pune, Expert Member, MCZMA
4. Mr. Mirashe, Representative from the Industry Dept, Member MCZMA
5. Dr. Anish Andheria, Expert Member, MCZMA
6. Mr. Maruti Kudale, Ex Director, CWPRS, Expert Member, MCZMA
7. Dr. A. K. Chaubey, Expert Member, MCZMA
8. Mr. Sunil Bhat, Dyche. MCGM, Member MCZMA
9. Mr. Abhay Pimparkar, Director, Environment & CC and Member Secretary, MCZMA


Member Secretary


Chairman

