

*Minutes of the 192<sup>nd</sup> Meeting (Day-2) of Maharashtra Coastal Zone  
Management Authority held on 26<sup>th</sup> December, 2025*

The 192<sup>nd</sup> meeting (Day-2) of the Maharashtra Coastal Zone Management Authority (MCZMA) was held under the Chairmanship of Secretary (Environment and Climate Change), through Videoconferencing technology on Cisco WebEx platform on 26<sup>th</sup> December, 2025. List of members present in the meeting is attached as Annexure-I.

**Confirmation of Minutes of 191<sup>st</sup> meeting of MCZMA:**

The Authority decided to confirm the Minutes of 191<sup>st</sup> meeting of MCZMA held on 24.11.2025 without any change.

**Item No. 1:** Proposed amendment in clearance (CRZ+EC) granted to development of Mahindra Holiday Resort on plot bearing Survey nos. 32/1, 136/3, 32/2/2, 32/2/3, 32/2/4, 32/2/5, 32/2/3, 32/2/7, 32/2/8, 32/2/9, 32/2/10, 32/2/11, 32/4/A, 32/4/B at village Undi & village Chapheri, Tal. & Dist. Ratnagiri by M/s. Mahindra Holidays & Resorts India Ltd.

**INTRODUCTION:**

The project proponent along with Consultant presented the proposal before the Authority. The proposal is for amendment in clearance (CRZ+EC) granted to development of Mahindra Holiday Resort on plot bearing Survey nos. 32/1, 136/3, 32/2/2, 32/2/3, 32/2/4, 32/2/5, 32/2/3, 32/2/7, 32/2/8, 32/2/9, 32/2/10, 32/2/11, 32/4/A, 32/4/B at village Undi & village Chapheri, Tal. & Dist. Ratnagiri.

Consultant presented that, this project has received prior CRZ clearance (F.No.11-21/2021-IA.III dated 02/03/2022) and Environmental Clearance (EC Identification number EC22B038MH126399, dated 30/08/2022). Construction ongoing as per approved plan and in compliance to EC conditions.

Amendment in clearance requested because of:

- Proposed change in layout resulting in reduction in built-up area.
- Proposed addition of solar panels and seating/rest areas in NDZ.



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**DELIBERATIONS:**

The Authority noted that, earlier the proposal of Holiday Resort was considered in 155<sup>th</sup> meeting of MCZMA held on 10<sup>th</sup> & 11<sup>th</sup> June 2021 and recommended to MoEF&CC, New Delhi vide letter dated 30.06.2021 under CRZ Notification 2019. Accordingly, MoEF&CC, New Delhi has granted CRZ Clearance to the project on 02.03.2022. Further, PP has obtained Environmental Clearance dated

Now, PP has submitted the proposal for amendment in the proposal. Comparative statement as follows-

| Description                                      | Previous clearance received on 30/08/2022 | Current amendment proposal | After Amendment     |
|--|---|----------------------------|---------------------|
|  | Area (Sq. m.)                             |                            |                     |
| Total Plot Area                                  | 114400.00                                 | 114400.00                  | No change           |
| Ground Coverage Area                             | 15967.97                                  | 15072.79                   | Reduced by 895.18   |
| Recreational Open Space Area                     | 10330.00                                  | 9732.57                    | Reduced by 597.43   |
| Additional Green Area                            | 11000.00                                  | 12000.00                   | Increased by 1000.0 |
| Amenity Area                                     | 5347.0                                    | 4866.28                    | Reduced by 480.72   |
| Built-up Area as per FSI                         | 25283.28                                  | 24654.88                   | Reduced by 628.4    |
| Built-up Area as per NON FSI                     | 3239.38                                   | 2598.08                    | Reduced by 641.3    |
| Total Construction Built-up Area (FSI + Non FSI) | 28522.66                                  | 27252.96                   | Reduced by 1269.7   |

The Authority further noted the PP has submitted the CRZ map in 1:4000 scale & report prepared by NIO, Goa as per approved CZMP 2019. As per NIO report, the project site falls in CRZ-III (NDZ), CRZ-IIIB & Non CRZ area.

Consultant presented that, the total plot area is 114400 sq. m. and comprises NDZ area (0-200 m from HTL) of 16636.66 sq. m., CRZ III (B) area (200-500 m from HTL) of 93719 sq. m. and non-CRZ area of 4044.34 sq. m.

  
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**Area Classification of project**

| Sr. No | Description  | CRZ Classification                    |
|--------|--|---------------------------------------|
| 1      | Part of amenity area and part of driveway  | Outside CRZ                           |
| 2      | All hotel buildings and ancillary facilities   | CRZ III (B) area (200-500 m from HTL) |
| 3      | Part of proposed solar panel area, walkway to beach, and 2 seating areas and 2 rest areas for visitors | NDZ area (0-200 m from HTL) in sq. m. |

The Authority Observed that Solar panel, Walkway, seating areas, rest areas proposed in NDZ area. The Authority observed that no construction is allowed in No Development Zone as per CRZ Notification, 2019. The Authority asked PP to submit undertaking to that effect.

The Authority noted that the project site is accessible from the main State Highway 4.

The Authority noted that as per para 5.3 CRZ-III of the CRZ Notification, 2019, (iii) Regulation of activities for CRZ-III areas beyond NDZ:

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

As per Annexure-III of the CRZ Notification, 2019:

"Construction of beach resorts and hotels in designated areas of CRZ- III for occupation of tourists orvisitors shall be subject to the certain conditions"

The Authority noted that the permissibility clause as per CRZ Notification, 2019:-

| Proposed Activity | CRZ Classification   | Permissibility clause   |
|-------------------|----------------------|-------------------------|
| Holiday Resort    | CRZ-III (Beyond NDZ) | 5.3(iii) & Annexure-III |

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The Authority noted that since the original CRZ clearance was issued for the project by the MoEF&CC, New Delhi under CRZ Notification, 2011, any amendment / modification to the said CRZ clearance under CRZ Notification, 2019 is required to be considered by the same Authority i.e. MoEF&CC in the present case.

**DECISION:**

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

1. The concerned Planning Authority shall ensure that the proposed construction should be carried out strictly as per the provisions of CRZ Notification, 2019 (as amended from time to time) and guidelines/clarifications given by MoEF&CC from time to time.
2. The concerned Planning Authority should strictly ensure that proposed construction in resort buildings are allowed between 200 m to 500 m from the HTL of seafront (beyond NDZ) as per CRZ Notification, 2019
3. The concerned Planning Authority should strictly ensure that no construction is allowed within No Development Zone of CRZ-III as per CRZ Notification, 2019. Further, PP to submit undertaking to that effect.
4. PP to strictly ensure the compliance of guidelines stipulated in Annexure-III of the CRZ Notification, 2019.
5. PP to ensure the minimum Tree cutting and compensatory plantation will be carried out as per applicable norms.
6. PP to implement environment measures such as rainwater harvesting, solar lighting, STP, OWC etc.
7. Debris generated during the project activity should not be dumped in CRZ area. It should be processed scientifically at a designated place, as per MSW Rules, 2016.
8. 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. Safe disposal of the wastewater should be ensured.
10. All other required permission from different statutory authorities should be obtained before starting construction at the site shall be ensured by District Collector.



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**Item No. 2:** Request for rectification of Coastal Zone Management Plan (CZMP) Classification under CRZ Notification, 2019 for land bearing CTS Nos. 1A/11 & 1A/12 in Anik Village, M/West Ward, Mumbai, Maharashtra by M/s. Ajmera Realty & Infra India Ltd.

**INTRODUCTION:**

The project proponent along with Consultant presented the proposal before the Authority. The application is for rectification of Coastal Zone Management Plan (CZMP) Classification under CRZ Notification, 2019 for land bearing CTS Nos. 1A/11 & 1A/12 in Anik Village, M/West Ward, Mumbai.

Consultant presented that, Ajmera Realty & Infra India Ltd are the developers of the property having land bearing CTS No. 1A/11 & 1A/12 in Anik village < West Ward Mumbai. The said land falls under CRZ as per CRZ Notification, 2019.

PP has submitted CRZ map in 1:4000 scale & report prepared by IRS Chennai as per approved CZMP 2019.

| CRZ Classification                         | Area in sqm | Total Area in sqm |
|--|-------------|-------------------|
| CRZ-IA (50 m Mangrove Buffer Zone)         | 2591.55     | 28112.70          |
| CRZ-II                                     | 21937.32    |                   |
| CRZ-III (NDZ within CRZ-II Greater Mumbai) | 3583.83     |                   |

Consultant presented that, the adjacent CTS No. 233 B 1 which shows the presence of mangrove, the buffer zone of the same is shown on plot as CRZ-IA (50 m mangrove buffer zone) in the private land and as per CRZ Notification mentions that mangroves in private will not require a buffer. Consultant further presented that, MCGM has approved the layout plan for relocation of reserved Open Space 1.4 (ROS 1.4). Hence PP requested for deletion of CRZ-IA (50 m Mangrove Buffer Zone) and relocation of NDZ within CRZ-II Greater Mumbai.



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**DELIBERATION:**

The Authority noted that Ministry of Environment, Forest & Climate Change has approved the CZMPs of Mumbai on 25.08.2023 under CRZ Notification, 2019.

The Authority observed that, as per DP remarks of MCGM of 2034, the said portion of plot is reserved for in ROS 1.4 (Play Ground) and therefore, the said portion of plot is categorised as NDZ of CRZ-II in the approved CZMP 2019.

The matter was earlier considered in 189<sup>th</sup> meeting of MCZMA held on 06.10.2025, wherein The Authority asked the PP to submit clarification regarding relocation of the Garden reservation in Development Plan from MCGM.

The PP submitted the MCGM letter dated 28.11.2025 which states that, *"Competent approval of Hon'ble Municipal Commissioner is obtained for relocation of proposed Garden /PG within the layout as per the provisions of DCPR- 2034, accordingly amended Layout /Subdivision is approved under No. CE/598/BPES/LOM/302/1/NEW dated- 25.08.2025 showing the relocation of proposed Garden /PG, the reservation is not yet developed in the original location. The copy of last approved layout / subdivision is submitted"*

The Authority noted that the as para 7 of the Annexure IV of the CRZ Notification, 2019 provides for the revision of the CZMP, as per which, matter of revision in CZMP shall be referred to NCSCM who shall the examine the matter, as per provisions of the 10.3 of the CRZ Notification, 2019. It was observed that the matter of rectification of CZMP may be referred to NCSCM, Chennai for examination through MoEF&CC, New Delhi.

**DECISION:**

The Authority after deliberation decided to refer the matter to NCSCM, Chennai for examination through MoEF&CC, New Delhi.



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**Item No. 3:** Proposed construction of school building project at plot no. 15, sector 36, Kamothe, Navi Mumbai, Taluka Panvel, District Raigad by M/s HBP Late Ganpat Ragho Gowari Shaikshnik And Samajik Sanstha

**INTRODUCTION:**

The representative of M/s HBP Late Ganpat Ragho Gowari Shaikshnik And Samajik Sanstha present for the meeting and informed that proposal is for construction of school building project at plot no. 15, sector 36, Kamothe, Navi Mumbai, Taluka Panvel, District Raigad.

**DELIBERATION:**

During the meeting, the PP could not make presentation before the Authority, since there were not ready with the presentation. The PP requested to consider the proposal based on the application submission. The Authority informed the PP that detailed presentation is necessary for the Authority to understand the project. Hence, PP need to be prepared with the presentation with necessary CRZ map in 1:4000 scale & other relevant details.

**DECISION:**

The Authority decided to defer the proposal for above reason.



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**Item No. 4:** Proposed residential and commercial project on plot bearing CTS No. 2, 2/1, 2/2, 2/3, 2/4, 2/5, 2/6, 2/7, 2/8, 2/9, 2/10, 2/11, 2/12, 2/13, 2/14, 2/15, 3, 4, 12(pt.), 12/1 at village Aakse, CTS Nos. 82,130,131,132, 132/1, 132/2, 132/3, 132/4, 135/5, 132/6, 132/7, 133, 134 at village Marve and CTS Nos. 3530(pt), 3551, 3552 & 3553 at village Malvani in Mumbai by M/s. India Farmers Private Limited.

**INTRODUCTION**

The Project proponent along with consultant presented the proposal before the Authority. The proposal is for residential and commercial project on plot bearing CTS No. 2, 2/1, 2/2, 2/3, 2/4, 2/5, 2/6, 2/7, 2/8, 2/9, 2/10, 2/11, 2/12, 2/13, 2/14, 2/15, 3, 4, 12(pt.), 12/1 at village Aakse, CTS Nos. 82,130,131,132, 132/1, 132/2, 132/3, 132/4, 135/5, 132/6, 132/7, 133, 134 at village Marve and CTS Nos. 3530(pt), 3551, 3552 & 3553 at village Malvani in Mumbai.

Consultant presented that, proposal is for development under Regulation 33(13) read with Regulation 34(3.5) (III) (B) of DCPR 2034.

| Particular               | No of Buildings | Configuration  | Height |
|--------------------------|-----------------|--|--------|
| Residential Type 1       | 7               | 1st to 4th Basement Floor + Ground+ 1st to 4th Podium + 1st to 72 <sup>nd</sup> floor  | 234.95 |
| Residential Type 2       | 9               | 1st to 4th Basement Floor + Ground+ 1st to 4th Podium + 1st to 72 <sup>nd</sup> floor  | 234.95 |
| Residential Iconic Tower | 1               | 1st to 4th Basement Floor + Ground+ 1st Podium (Business Center, 2nd Podium (Banquet + Restaurant), 3 <sup>rd</sup> Podium (Banquet + Restaurant), 4th Podium (Gym/SPA) + 1st to 10th floor (Hotel) + 11th to 72 <sup>nd</sup> Floor | 247.90 |
| Commercial Building      | 8               | 1st to 4th Basement Floor + Ground+ 1st to 4th floor (Anex) + 5th to 56th floor  | 241.20 |

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|                       |    |
|-----------------------|----|
| Total No of Buildings | 25 |
|-----------------------|----|

As per DP Remarks 2034 the plot under reference is situated in Natural Areas (NA) and NDZ/SDZ (Slum)(NDZ/SDZ (Slum).

Plot area and FSI details are as follows:-

| Particulars             | Area in Sq. Mt. |
|-------------------------|-----------------|
| Total Plot Area         | 5,48,766.00     |
| FSI Area                | 37,04,168.00    |
| Non-FSI Area            | 25,82,966.64    |
| Total Construction Area | 62,87,134.64    |

**Deliberations:**

The Authority noted the PP has submitted the CRZ map in 1:4000 scale & report prepared by IRS, Chennai as per approved CZMP 2019. As per IRS report, The proposed project site falls under CRZ - IA (50m Mangroves Buffer Zone), CRZ - IB, CRZ - II and non CRZ area.

| CRZ - Classification                 | Area in Sq. Mt. |
|--------------------------------------|-----------------|
| CRZ - IA (50m Mangroves Buffer Zone) | 6,765.99        |
| CRZ - IB                             | 375.95          |
| CRZ - II                             | 3,32,874.46     |
| Outside CRZ                          | 2,04,677.07     |
| Total Area                           | 5,44,693.47     |

The site under reference is situated on landward side of existing road.

The Authority noted that as per para 5.2 (ii) & (iii) CRZ-II of the CRZ Notification, 2019,

*"(ii) Construction of buildings for residential purposes, schools, hospitals, institutions, offices, public places, etc. shall be permitted only on the landward side of the existing road, or on the landward side of existing authorised fixed structures: Provided that no permission for construction of buildings shall be*

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given on landward side of any new roads which are constructed on the seaward side of an existing road.

"(iii) Buildings permitted as in (ii) above, shall be subject to the local town and country planning regulations as applicable from time to time, and the norms for the Floor Space Index (FSI) or Floor Area Ratio (FAR) prevailing as on the date of this Notification, and in the event that there is a need for amendment of the FSI after the date of publication of this notification in the official Gazette, the Urban Local Body or State Government or Union territory Administration shall approach the Ministry of Environment, Forest and Climate Change through the concerned State Coastal Zone Management Authority (SCZMA) or Union Territory Coastal Zone Management Authority, as the case may be and the SCZMA shall forward the proposal to the National Coastal Zone Management Authority (NCZMA) with its views in the matter, and the NCZMA shall thereafter examine various aspects like availability of public amenities, environmental protection measures, etc., and take a suitable decision on the proposal and it shall be the responsibility of the concerned Town Planning Authority to ensure that the Solid Wastes are handled as per respective Solid Waste Management Rules and no untreated sewage is discharged on to the coast or coastal waters"

During the deliberations, the Authority observed the followings-

- 1) Portion of the project site falls in 50 m mangrove buffer zone i.e. CRZ-IA. Consultant presented that, no construction is proposed in 50 m mangrove buffer zone i.e. CRZ-IA area and No FSI is proposed to be utilized for 50 m mangrove buffer zone area. The Authority asked PP to submit undertaking to that effect.
- 2) PP to submit the Mangrove cell Report for the project.
- 3) As per DP Remarks 2034 the plot under reference is situated in Natural Areas (NA) and NDZ/SDZ (Slum) (NDZ/SDZ (Slum)). The Authority asked PP to submit permissibility of the proposed project as per Zoning and Reservation of DP.
- 4) As per CRZ Notification., 2019, for construction in CRZ II area, 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)

  
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prevailing as on 18.01.2019 is applicable. In the event of amendment / increase in FSI post 18.1.2019, the approval of the MoEF&CC is required, as stipulated in para 5.2 (ii) CRZ-II of the CRZ Notification, 2019, The PP to submit the clarification with respect to FSI applicable for the project as on 18.01.2019, as stipulated in the para 5.2(iii) of the CRZ Notification, 2019.

- 5) The Authority asked the PP & Consultant about the Trees proposed to be cut for the project. Consultant presented that around 1500 trees will cut for the project. The Authority asked PP to submit Tree NOC.
- 6) Building layout plan superimposed in CRZ map in 1:4000 scale prepared by IRS Chennai submitted on Parivesh Portal is appears different from the building layout plan presented during the meeting by the Consultant & PP. The Authority asked PP to clarify the same and consideration the presentation, the PP to submit the revised CRZ map in 1:4000 scale prepared by IRS Chennai.

**DECISION:**

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



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**Item No. 5:** Proposed expansion of residential and Commercial Buildings and construction of accommodation reservation development (Palika Bazar & Public parking) for Alibaug Municipal Council located on plot bearing CTS no. - 977A, 977E, 979, 982, 984/1, 977K/D, 977C at mauje Alibaug, Tal. Alibaug, Dist. Raigad by Mr. Mohan Atmaram Patil.

**INTRODUCTION:**

The project proponent along with Consultant presented the proposal before the Authority. The proposal is for expansion of residential and Commercial Buildings and construction of accommodation reservation development (Palika bazar & public parking) for Alibaug Municipal Council located on plot bearing CTS no. - 977A, 977E, 979, 982, 984/1, 977K/D, 977C at mauje Alibaug, Tal. Alibaug, Dist. Raigad.

Consultant presented that, earlier the project has received MCZMA recommendation vide letter dated 30.1.2020 for reconstruction on site under reference.

Now, PP has amended the building plans and submitted proposal for expansion in the project. Proposed constructions are as follows:-

| Sr. No. | Building Name   | Configuration   |
|---------|---|-----------------|
| 1       | Commercial + Residential Building + Municipal Parking | B + GF + 2F     |
| 2       | Residential Building                                  | Stilt (GF) + 8F |
| 3       | Palika Bazar  | B + GF + 1F     |

Plot area is 4154.78 Sqm, Total Construction area is 7479.299 Sqm

**DELIBERATIONS:**

The Authority noted that the proposal of reconstruction on site under reference was earlier considered in 141<sup>st</sup> meeting of MCZMA held on 05.12.2019 and recommended vide letter dated 30.01.2020. Now, the proposal is for expansion in the project.

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

The Authority asked PP to whether the site is on landward Side of existing road or structure and also PP to submit plinth maps. Accordingly, PP has submitted Alibag Municipal Council dated 04.05.2019 which states that the site under reference is falls in CRZ-II and landward side of existing authorized structure. Further, PP has submitted the Building layout plans indicating the plinth areas.

The Authority noted that as per para 5.2 CRZ-II of the CRZ Notification, 2019-

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

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

*(iv) Reconstruction of 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 project 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. 18<sup>th</sup> January, 2019. The concerned planning authority should strictly ensure that the proposed construction is within the limit of permissible FSI as per DCR existed as on 18<sup>th</sup> January, 2019.

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**DECISION:**

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

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



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**Item No. 6:** Proposed Construction of Compound wall of 0.45m width and 3.05m height along the plot boundary of proposed Sport facility project which is located at S. No. 40/1a, 1b, 2; S. No. 50; S. No.51/1, 3, 4a, 4b; S. No.68/1, 2, 3; 69/ 1, 2 of Village- Navghar, District- Thane by M/s Seven Eleven Hotels Pvt. Ltd

**INTRODUCTION:**

The project proponent along with Consultant presented the proposal before the Authority. The proposal is for Construction of Compound wall of 0.45m width and 3.05m height along the plot boundary of proposed Sport facility project which is located at S. No. 40/1a, 1b, 2; S. No. 50; S. No.51/1, 3, 4a, 4b; S. No.68/1, 2, 3; 69/ 1, 2 of Village- Navghar, District- Thane

Consultant presented that, M/s. Seven Eleven Hotels Pvt. Ltd. has proposed to construct a compound wall of 0.45m width and 3.05m height at S. No. 40/1a, 1b, 2; S. No. 50; S. No.51/1, 3, 4a, 4b; S. No.68/1, 2, 3; 69/ 1, 2 Of Village-Navghar, District- Thane

**DELIBERATIONS:**

The Authority noted the PP has submitted the CRZ map in 1:4000 scale & report prepared by IRS, Chennai as per approved CZMP 2019. As per IRS report, the project site boundary falls in CRZ-IA, CRZ-IB, CRZ-II and Non CRZ areas.

Consultant presented that compound wall is proposed in CRZ-II area along the project site boundary.

The Authority observed that, PP need to submit CRZ map in 1:4000 scale indicating proposed boundary wall & report prepared by IRS, Chennai. Further the Authority also observed that mangrove vegetation is observed near the eastern side of project site indicated in CRZ map. Therefore, report from mangrove Cell needs to be submitted by PP.

**DECISION:**

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



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**Item No.7:** Proposed redevelopment of residential building on plot C.T.S. No. 1029/A & 1029/1, F.P. No. 22 A of T.P.S. Santacruz Juhu Sector No. II, at Juhu Tara Road, Mumbai by M/s Western Wind Cooperative Housing Society Limited

**INTRODUCTION:**

The project proponent along with consultant presented the proposal before the Authority. The proposal is for redevelopment of residential building on plot C.T.S. No. 1029/A & 1029/1, F.P. No. 22 A of T.P.S. Santacruz Juhu Sector No. II, at Juhu Tara Road, Mumbai.

Consultant presented that, Earlier UDD has issued No Objection Letter from CRZ point of view vide letter dated 26.04.2006. Accordingly, construction of building comprising of basement + Ground Floor + 1<sup>st</sup> to 5<sup>th</sup> Upper floor has been completed and standing on site. The building has OC certificate and OCC plans dated 06.02.2009. Now, PP has proposed redevelopment of the said residential building.

Proposed residential building comprising of 2 Level Basements + Part Ground floor + Part Stilt + 1st to 8th Upper Residential floors

As per DP Remarks of 2034, the plot under reference is situated in Residential zone.

Plot area is 1481.50 Sqm, FSI area is 4998.15 sqm, Non FSI area is 2927.05 Sqm, Total Construction area is 7925.20 Sqm

**DELIBERATIONS:**

The Authority noted that, PP has submitted the CRZ map in 1:4000 scale & report prepared by IRS Chennai as per which the site is in CRZ II area. The site under reference is situated on seaward side of existing road, as per CRZ map.

The Authority noted that as per para 5.2 (iv) CRZ-II of the CRZ Notification, 2019, (iv) *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*

  
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*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 project in CRZ II area is permissible subject to without change in present land use and FSI as per Town and Country planning regulations existed as on date of the CRZ Notification, 2019 i.e. 18<sup>th</sup> January, 2019. The concerned planning authority should strictly ensure that the proposed reconstruction is within the limit of permissible FSI as per DCR existed as on 18<sup>th</sup> January, 2019.

**DECISION:**

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

1. The concerned Planning Authority shall ensure that the proposed reconstruction should be carried out strictly as per the provisions of CRZ Notification, 2019 (as amended from time to time) and guidelines/ clarifications given by MoEF&CC from time to time.
2. The concerned Planning Authority should strictly ensure that proposed reconstruction in CRZ-II is subject to local town and country planning regulations as applicable from time to time and it is within the limit of permissible FSI as per Town and Country planning regulations existed as on 18<sup>th</sup> January, 2019 before issuing commencement certificate to the project.
3. The concerned Planning Authority to ensure that there shall not be any construction proposed on seaward side beyond the existing approved plinth of old building.
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 as per Solid waste Rules of 2016 to the approved site for land filling after recovering recyclable materials.
6. Safe disposal of the wastewater should be ensured.
7. All other required permission from different statutory authorities should be obtained before starting construction at the site shall be ensured by Urban Local Body.



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**Item No.8:** Proposed redevelopment of residential buildings on plot bearing C.T.S. No. 1309/12, 1309/13, 1309/14 of village Versova, Taluka Andheri in K/West ward at Axis Bank Lane, Seven Bungalows, Andheri West, Mumbai by Mr. Pramukh Developers

**INTRODUCTION:**

The project proponent along with consultant presented the proposal before the Authority. The proposal is for redevelopment of residential buildings on plot bearing C.T.S. No. 1309/12, 1309/13, 1309/14 of village Versova, Taluka Andheri in K/West ward at Axis Bank Lane, Seven Bungalows, Andheri West, Mumbai.

Consultant presented that, there are three existing buildings comprising-

- 1) Building No.1: Ground Floor + 1st to 3rd Upper floors, having first date of assessment prior to 1961-62.
- 2) Building No.2: Ground Floor + 1st to 4th Upper floors, having first date of assessment prior to 1980.
- 3) Building No.3: Ground Floor + 1st to 3rd Upper floors, having first date of assessment prior to 1961-62

Now, PP has submitted proposal under S.R. Scheme under Reg. 33(11) of DCPR 2034 for redevelopment of existing 3 residential buildings.

The PP has proposed new commercial cum residential building comprising of Ground Floor for Shops and entrance lobby + 1st floor to 5th Upper Floors for Car Parking + Service Floor + 6th E Deck Floor + 7th to 12th and 14th to 20th Upper Floors for residential use, having height 71.95 mt. from general ground level up to terrace level. Thus there are total 20 floors proposed in the new building, including the Ground Floor.

As per DP Remarks of 2034, the plot under reference is situated in Residential zone.

Plot area is 1801.00 Sqm, FSI area is 7285.47 sqm, Non FSI area is 11453.64 Sqm, Total Construction area is 18739.11 Sqm



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**DELIBERATIONS:**

The Authority noted that, PP has submitted the CRZ map in 1:4000 scale & report prepared by IRS Chennai as per which the site is in CRZ II & Non CRZ area. The site under reference is situated on landward side of existing road, as per CRZ map. Area of project in various CRZ as follows:-

| CRZ Classification | Area in sqm |
|--------------------|-------------|
| CRZ-II             | 280.45      |
| Outside CRZ        | 1520.55     |
| Total              | 1801.00     |

The Authority noted that as per para 5.2 (iv) CRZ-II of the CRZ Notification, 2019, (iv) *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 project in CRZ II area is permissible subject to without change in present land use and FSI as per Town and Country planning regulations existed as on date of the CRZ Notification, 2019 i.e. 18<sup>th</sup> January, 2019. The concerned planning authority should strictly ensure that the proposed reconstruction is within the limit of permissible FSI as per DCR existed as on 18<sup>th</sup> January, 2019.

**DECISION:**

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

1. The concerned Planning Authority shall ensure that the proposed reconstruction should be carried out strictly as per the provisions of CRZ Notification, 2019 (as amended from time to time) and guidelines/ clarifications given by MoEF&CC from time to time.
2. The concerned Planning Authority should strictly ensure that proposed reconstruction in CRZ-II is subject to local town and country planning regulations as applicable from time to time and it is within the limit of permissible FSI as per Town and Country planning regulations existed as



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on 18<sup>th</sup> 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 as per Solid waste Rules of 2016 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 before starting construction at the site shall be ensured by Urban Local Body.



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**Item No.9:** Proposed retails fuel outlet at plot bearing CTS no. 1500 (pt) at Erangal village, P/N ward, Mumbai by Mayur N Shah

**INTRODUCTION:**

The project proponent along with consultant presented the proposal before the Authority. The proposal is for retails fuel outlet at plot bearing CTS no. 1500 (pt) at Erangal village, P/N ward, Mumbai.

Consultant presented that, the proposal is for retails fuel outlet comprising of Sales office & 3 tanks for HSD / Petrol storage of 73 KL at plot bearing CTS no. 1500 (pt) at Erangal village, P/N ward, Mumbai.

As per DP Remarks of 2034, the plot under reference is situated in No Development Zone. Plot area is 1525.57 Sqm, FSI area is 32.00 sqm, Non FSI area is 00.00 Sqm, Total Construction area is 32.00 Sqm

**DELIBERATIONS:**

The Authority noted that, PP has submitted the CRZ map in 1:4000 scale & report prepared by IRS Chennai as per which the site is in CRZ II.

The Authority observed that the project site is fronting Arabian Sea from Western side and fronting Malad Creek from Eastern side. The Authority asked to consultant whether the site is on landward Side of existing road or structure. Consultant submitted that, the project site is situated on landward side of existing road from eastern side.

During the meeting, the Authority observed the followings-

- 1) PP to submit whether the site is on landward Side of existing road or structure from Arabian Sea side.
- 2) Whether the project is permissible in the NDZ as shown the DP of the Planning Authority
- 3) Permissibility with the clause as per CRZ Notification, 2019.

**DECISION:**

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

  
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**Item No. 10:** Proposed redevelopment of Building No. 157, 158, 159, 164, 165, 166, 167, 168, 169 & 170 (Plot A, B & C) At Kannamwar Nagar, Vikhroli, Mumbai, A Mhada Colony by M/S. B G Shirke Redevelopment and Gas Pvt. Ltd

**INTRODUCTION:**

The project proponent along with Consultant presented the proposal before the Authority. The proposal is for redevelopment of Building No. 157, 158, 159, 164, 165, 166, 167, 168, 169 & 170 (Plot A, B & C) At Kannamwar Nagar, Vikhroli, Mumbai, A Mhada Colony.

Consultant presented that, the proposed project is a cluster redevelopment of 10 MHADA housing societies constructed between 1968-1973 at Kannamwar Nagar, Vikhroli, Mumbai.

The existing G+3 buildings, now in dilapidated condition, will be reconstructed, and 640 tenants will be rehabilitated.

The said societies have appointed M/s. B. G. Shirke Redevelopment and Gas Pvt. Ltd as the developer under Regulation 33(5) of DCPR 2034 (MCGM).

The project covers a plot area of 19,792.18 sq. m with a total built-up area of 2,01,640.71 sqm., comprising 1,924 tenements and buildings up to 120 m height. Parking will be provided as per DCPR 2034 norms (minimum 50% of total tenements).

The proposed composite residential development comprises rehab and sale tenements, along with shops and permissible amenities across three plots. Few convenient shops provided as per the provision of DCPR 2034.

- Plot A: one S + 22 Floors
- Plot B1: Three Wings of S + 22 Floors
- Plot B2: one Wing of S + 5 Podium + 17 Floors; Two Wings of S + 5 Podium + 35 Floors
- Plot C: One Wing of S + 5 Podium + 17 Floors; Three Wings of S + 5 Podium + 35 Floors



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As the total built-up area exceeds 1,50,000 sq. m, the project falls under Category 8(b): Township and Area Development Projects as per EIA Notification, 2006. Application for Environmental Clearance is under process.

| Sr. No. | Description | Area in Sq.Mt |           |           |
|---------|-------------|---------------|-----------|-----------|
|         |             | F.S.I         | Non F.S.I | Total     |
| 1       | Plot - A    | 8513.91       | 1814.93   | 10328.84  |
| 2       | Plot - B    | 53219.60      | 33014.76  | 86234.36  |
| 3       | Plot - C    | 65823.85      | 39253.66  | 105077.51 |
|         | Total       | 127557.36     | 74083.35  | 201640.71 |

Plot area is 19792.18Sqm, FSI area is 127557.36sqm, Non FSI area is 74083.35Sqm, Total Construction area is 201640.71Sqm

Consultant presented that, in the matter, the societies approached the Hon'ble High Court, since certain societies plots are affected by 50 m Mangrove buffer zone.

| Sr. No. | Society                                    | Writ Petition |
|---------|--|---------------|
| 1.      | Shramjivi CHS Ltd. (Blg 157)               | WP/3530/2024  |
| 2.      | KN Takshashila CHS Ltd. (Blg 158)          | WP/798/2025   |
| 3.      | KN Sindhudurg CHS Ltd. (Blg 159)           | WP/807/2025   |
| 4.      | KN Gulmohar CHS Ltd. (Blg 164)             | WP/3592/2024  |
| 5.      | Shukaiendu CHS Ltd. (Blg 165)              | WP/799/2025   |
| 6.      | Hariyali Jeevan CHS Ltd. (Blg 166)         | WP/803/2025   |
| 7.      | Arun Niwara CHS Ltd. (Blg 167)             | WP/794/2025   |
| 8.      | Vikramchandra CHS Ltd. (Blg 168)           | WP/796/2025   |
| 9.      | Anand Vasti CHS Ltd. (Blg 169)             | WP/806/2025   |
| 10.     | Post & Telegraphs Staff CHS Ltd. (Blg 170) | WP/793/2025   |

Hon. High Court vide Order dated 13.02.2025 has directed MCZMA to consider the matter in view of Hon. High Court Order in 29.07.2015 in PIL 87/2006.

**DELIBERATION:**

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

Consultant presented the CRZ status as per CZMP 2019:-



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| Proposed Building<br>Number constructed by<br>MHADA | Area (sq.m.)<br>50m Mangrove<br>Buffer zone-IA | Area (sq.m.)<br>CRZ-II<br>(landward of<br>HTL) | Outside CRZ    |
|---|--|--|----------------|
| Bldg. No.-157 - 40 T/s                              | 141.87   | -  | 793.99         |
| Bldg. No.-158 - 40 T/s                              | 1306.13  | -  | -              |
| Bldg. No.-159 - 40 T/s                              | 1302.27  | -  | -              |
| Bldg. No.-164 - 40 T/s                              | 1470.25  | -  | -              |
| Bldg. No.-165 - 80 T/s                              | 927.14   | -  | 750.86         |
| Bldg. No.-166 - 80 T/s                              | 1051.05  | -  | 393.59         |
| Bldg. No.-167 - 80 T/s                              | 1488.55  | 38.08  | 245.71         |
| Bldg. No.-168 - 80 T/s                              | 1289.30  | 125.94   | 377.95         |
| Bldg. No.-169 - 80 T/s                              | 1125.80  | 97.34  | 586.54         |
| Bldg. No.-170 - 80 T/s                              | 429.59   | 102.90   | 1286.14        |
| <b>Total - 640 T/s</b>                              | <b>10,531.95</b>                               | <b>364.26</b>                                  | <b>4434.78</b> |

The Authority noted that, Hon. High Court has passed Order dated 13.02.2025 with respect to above said 10 societies of Kannamwarnagar directing that "the Competing Authority in the MCZMA shall decide the application submitted by the petitioner society as expeditiously as possible and within period of eight weeks from the date of receipt of application in the light of Order dated 29<sup>th</sup> July 2015 passed by the Division Bench of this court in PIL 87/2006"

The Authority noted that, most of project site is situated in 50 m mangrove buffer zone i.e CRZ-IA area as per approved CZMP, 2019. Consultant presented that existing buildings are prior to CRZ Notification, 1991 and redevelopment is necessary and Hon'ble Court in its orders have directed MCZMA to consider the proposal. Expert Members opined that, applicability of Hon'ble High Court order dated 29<sup>th</sup> July 2015 needs to be checked.

Earlier the proposal was considered in 191<sup>st</sup> meeting of MCZMA held on 24.11.2025, wherein the Authority observed that-

- 1) PP need to submit the justification for applicability of an order dated 29<sup>th</sup> July 2015 passed by the Hon. High Court in PIL 87/2006 for the Proposed project
- 2) PP need to submit the status of MHADA approval for the project

Accordingly, PP vide letter dated 17.12.2025 submitted reply as per which,

  
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**1) Applicability of the Order dated 29.07.2015 (PIL No. 87 of 2006):**

In this regard, it is respectfully submitted that the Hon'ble Bombay High Court, vide its Order dated 13.02.2025, has categorically held that all ten (10) buildings forming part of the said project are squarely covered by the ratio laid down in the Judgment dated 29.07.2015 passed CHS/172/2007 in PIL No. 87 of 2006. Accordingly, and in terms of the said Order dated 13.02.2025, MCZMA has been directed to consider and decide the proposal of the said project in accordance with, and at par with, the Judgment of the Hon'ble High Court dated 29.07.2015.

The Judgment dated 29.07.2015 was confirmed by the Hon'ble Supreme Court in Judgment dated 25.02.2025 passed in Civil Appeal No. 3225 of 2025 and it was clarified that Judgment dated 17.09.2018 passed in PIL/87/2006 shall not be read as having modified or altered the Judgment dated 29.07.2015. Therefore, the said Judgment dated 29.07.2015 is valid and subsisting as on date and has not been overruled by any court of law.

The said set of ten (10) buildings forms an integral part of an approved layout of MHADA, which was fully developed. The buildings were conveyed by MHADA to the respective cooperative housing societies during the period 1968-1973.

**2) Status of MHADA Approval**

With regard to MHADA approval, it is submitted that an application has already been made to MHADA seeking its No Objection Certificate (NOC) for redevelopment. However, MHADA has directed the Project Proponent to first obtain MCZMA clearance prior to issuance of further NOC/approvals.

Consultant presented that, the existing buildings fall under the Economically Weaker Section (EWS) category and, being located on the creek side, are deteriorating rapidly. The buildings are in a dilapidated condition. In fact, some buildings in the surrounding vicinity have already collapsed, and there have been reported cases of loss of life. The occupants are living under constant fear for their safety and have been pursuing the necessary approvals relentlessly for rehabilitation. Consultant requested for granting CRZ Clearance for the redevelopment project

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The Hon'ble Bombay High Court, by orders dated 13.02.2025, has directed the Competent Authority in MCZMA to decide the CRZ applications submitted by the petitioner societies within a period of eight weeks, in the light of the judgment dated 29.07.2015 passed by the Division Bench in PIL No. 87 of 2006.

Accordingly, MCZMA has examined the proposal, site conditions, applicable CRZ provisions, and the judicial directions governing mangrove protection.

The Authority noted the, relevant paras in the Judgment dated 29.07.2015 read with corrigendum order dated 3<sup>rd</sup> September, 2015 passed in PIL No. 87 of 2006 by Hon. High Court are as follows:-

- "27. In our view, therefore, Notice of Motion No.234 of 2015 taken out by MHADA deserves to be allowed. We accordingly allow the motion and exclude the plots in the layouts for which environmental clearance was granted by MoEF on 10 February 2003 and 10 November 2005, subject to the observations set out above, from operation of the 50 meters buffer zone requirement.
28. It was because there was no such restriction in the CRZ Notification dated 19 February 1991 that this Court had introduced additional safeguard for protection of mangroves, that construction activity was prohibited in the buffer zone area by interim order dated 6 October 2005. Since the restriction is now incorporated in the Notification dated 6 January 2011, as per interpretation placed by us on CRZ Notification dated 6 January 2011, where plot of land falls in 50 meters buffer zone but it was already part of an approved layout with infrastructure facilities within a municipal area or in an existing legally designated urban area as on 6 January 2011, then it would have to be treated as falling in CRZ II, provided the area was substantially developed as per explanation given in CRZ Notification and as explained in this order. In respect of the plots outside the aforesaid approved MoEF layouts, the concerned persons shall move the competent regulatory authority (MCZMA or MoEF), and not this Court.
29. It is clarified that when any CRZ clearance is sought, MCZMA will have to satisfy itself that the plot in question is landward side of existing road , or on the landward side of existing authorized structures"

  
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The Authority deliberated on the applicability of the order dated 29<sup>th</sup> July, 2015 read with corrigendum order dated 3<sup>rd</sup> September, 2015. The Authority observed that the said orders of the Hon'ble High Court has carved out an exception, where plot of land falls in 50 meters buffer zone but it was already part of an approved layout with infrastructure facilities within a municipal area or in an existing legally designated urban area as on 6 January 2011, then it would have to be treated as falling in CRZ II, provided the area was substantially developed as per explanation given in CRZ Notification.

The Authority also noted the Hon'ble High Court has passed judgement dated 17<sup>th</sup> Sept, 2018 in PIL 87/2006, which has its foundation in the CRZ Notification, 2011 and consequently in CZMP and concept of the 50 m mangrove buffer zone mentioned in CRZ Notification. However, at the same time, observations / findings as stated in 29<sup>th</sup> July, 2015 and 3<sup>rd</sup> September 2015 order in PIL 87/2006 needs to be taken into account, as the said order finds its review/ applicability in Hon'ble Supreme Court (SC) order dated 25<sup>th</sup> February, 2025 in Civil Appeal No. 3225/2025 and recent orders passed by Hon'ble High Court in other matters, wherein MCZMA has been directed to refer / go by the said HC order of 29<sup>th</sup> July, 2015 read with corrigendum dated 03<sup>rd</sup> September 2015.

As per the above said orders of the Hon'ble High Court, the MCZMA is required to satisfy 2 specific conditions-

- a) Whether the plots which are in 50 m mangrove buffer zone are situated within the developed area within a municipal area or in an existing legally designated and with infrastructure facilities and
- b) Whether the plot in question is landward side of existing road , or on the landward side of existing authorized structures.

Accordingly, with respect to above 2 conditions, the Authority observed the followings-

- a) In the present proposal, 10 buildings which are proposed for redevelopment are part of a MHADA-approved layout sanctioned during 1968-1973, i.e., prior to CRZ Notification, 1991. The area is within the Municipal Corporation of Grater Mumbai. Hence, the area is within the developed area within a municipal area with infrastructure facilities. The plots are situated partly in CRZ II area and partly in 50 m mangrove buffer zone as per the approved CZMP.

  
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- b) The proposal involve redevelopment of existing authorized buildings. which are constructed prior to CRZ Notification, 1991 and part of MHADA layout. As per the presentation of the PP, redevelopment of existing buildings is proposed using existing plinth line towards landward side.

The PP submitted that the existing building are old and considering the life threatening conditions of the existing building there is need for their redevelopment urgently. The PP requested to the Authority to grant the permission taking pragmatic view in the matter.

In view of above, the Authority concluded that the project site could be treated as CRZ II area, in view of Hon'ble High Court orders dated 29<sup>th</sup> July, 2015 read with corrigendum order dated 3<sup>rd</sup> September, 2015 and 13<sup>th</sup> February, 2015. The Authority further noted that the proposal is now redevelopment of the existing authorized buildings in the CRZ II area which attracts the para 5.2 (iv) CRZ-II of the CRZ Notification, 2019.

The Authority noted that as per para 5.2 (iv) CRZ-II of the CRZ Notification, 2019, (iv) *Reconstruction of authorized buildings shall be permitted, without change in present land use, subject to the local town and country planning regulations as applicable from time to time, and the norms for the Floor Space Index or Floor Area Ratio, prevailing as on the date of publication of this notification in the official Gazette.."*

As per the para 8(ii)(a) of the CRZ Notification, 2019-

*"For the projects or activities also attracting the Environment Impact Assessment Notification, 2006 number S.O. 1533(E), dated 14th September, 2006, the Coastal Zone Management Authority shall forward its recommendations to the Central Government or State Environment Impact Assessment Authority for Category "A" and Category "B" projects respectively, to enable a composite clearance under the Environment Impact Assessment Notification, 2006"*

The Authority noted that proposed project in CRZ II area is permissible subject to without change in present land use and FSI as per Town and Country planning regulations existed as on date of the CRZ Notification, 2019 i.e. 18<sup>th</sup> January, 2019. The concerned planning authority should strictly ensure that

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the proposed reconstruction is within the limit of permissible FSI as per DCR existed as on 18<sup>th</sup> January, 2019.

**DECISION:**

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

1. The concerned Planning Authority shall ensure that the proposed reconstruction should be carried out strictly as per the provisions of CRZ Notification, 2019 (as amended from time to time) and guidelines/clarifications given by MoEF&CC from time to time.
2. The concerned Planning Authority should strictly ensure that proposed reconstruction in CRZ-II is subject to local town and country planning regulations as applicable from time to time and it is within the limit of permissible FSI as per Town and Country planning regulations existed as on 18<sup>th</sup> January, 2019 before issuing commencement certificate to the project.
3. The concerned Planning Authority to ensure that there shall not be any construction proposed on seaward side beyond the existing approved plinth of old building.
4. PP to implement environment measures such as rainwater harvesting, solar lighting, STP, OWC etc.
5. Debris generated during the project activity should not be dumped in CRZ area. It should be processed scientifically at a designated place.
6. Solid waste generated should be properly collected and segregated. Dry/inert solid waste should be disposed of as per Solid waste Rules of 2016 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 before starting construction at the site shall be ensured by Urban Local Body.



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**Item No. 11:** Proposed Capacity Expansion from 67.7 MTPA to 80 MTPA of JSW Port at Jaigarh, Dist. Ratnagiri M/s. JSW Jaigarh Port Ltd

The proposal was already considered in 184<sup>th</sup> & 190<sup>th</sup> meeting of MCZMA held on 18.07.2025 & 07.11.2025 respectively and recommended to MoEF&CC New Delhi vide letters dated 21.08.2025 & 20.11.2025.

The MoEF&CC, New Delhi has returned the proposal stating that project is seeking a combined clearance (Environmental Clearance for Infrastructure-I Port + CRZ clearance). PP requested to upload all relevant documents, including the Maharashtra State Coastal Zone Management Authority (MSCZMA) recommendation letter and other CRZ Clearance related information, on the EC Sector (Infra-1-Port), Parivesh Portal.

The Authority decided to delist the proposal.



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**Item No. 12:** Proposed tourism project comprising cottages, restaurant, multipurpose hall, and supporting amenities at S. No. 380, Murud Village, Taluka Dapoli, District Ratnagiri by Shri. Saurabh Shivaji Palde

**INTRODUCTION:**

The project proponent along with Consultant presented the proposal before the Authority. The proposal is for tourism project comprising cottages, restaurant, multipurpose hall, and supporting amenities at S. No. 380, Murud Village, Taluka Dapoli, District Ratnagiri.

Plot area is 27 Ha, FSI area is 1451.52 sqm, Non FSI area is 1248.48 Sqm, Total Construction area is 1451.52 Sqm

**DELIBERATIONS:**

The Authority noted the PP has submitted the CRZ map in 1:4000 scale & report prepared by NCSCM, Chennai as per approved CZMP 2019. As per IRS report, the project site falls in CRZ-IIIB (200 m to 500 m from HTL) & Non CRZ area.

The Authority observed that the said CRZ map only shows plot boundary and not the layout of the proposed construction. Further, it observed that, the site under reference is situated in Agriculture Zone. Consultant informed that, NA permission is not obtained yet. The Authority asked PP to submit NA permission.

The Authority also asked PP to submit details of proposed project structures and superimposition of project layout on CRZ map in 1:4000 scale prepared by NCSCM Chennai. Further the PP to submit compliance report as per Annexure - III of CRZ Notification, 2019.

**DECISION:**

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



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**Item No. 13:** Revision in CZMP for land located in Mira Bhayander by  
Miraland Developers Private Limited

The project proponent absent for the meeting. The Authority observed that incomplete application submitted by PP without covering letter. PP to apply afresh with all mandatory documents as per CRZ Notification, 2019

The Authority decided to delist the proposal from records.



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**Item No.14:** Proposed Container Freight Station at Plot no. 1 Sector 7 Dronagiri Node Village Bhendkhal Taluka Uran District Raigad by M/s Balmer Lawrie and company Ltd.

**INTRODUCTION:**

The project proponent along with consultant presented the proposal before the Authority. The proposal is for Container Freight Station at Plot no. 1, Sector 7, Dronagiri Node Village Bhendkhal Taluka Uran District Raigad.

Consultant presented that, PP propose to construct warehouse (Gr floor) in the operational container freight station owned by Balmer Lawrie Co Ltd. The land is on lease given by CIDCO to Balmer Lawrie Co Ltd. The plot under reference is under JNPT area.

PP had appointed IRS Chennai to demarcate plot boundary on approved CZMP. As per the report given by Institute area of the plot is partly under CRZ (IA & II) and outside CRZ area. PP has proposed construction of warehouse in non CRZ area.

**DELIBERATIONS:**

The Authority noted that, PP has submitted the CRZ map in 1:4000 scale & report prepared by IRS Chennai as per which the site is in CRZ-IA, CRZ II & Non CRZ area. Area of project in various CRZ as follows:-

| CRZ Classification                 | Area in sqm |
|------------------------------------|-------------|
| CRZ-IA (50 m mangrove Buffer Zone) | 6715.81     |
| CRZ-II                             | 1094.45     |
| Outside CRZ                        | 13583.48    |
| Total                              | 21393.74    |

Consultant presented that, proposed construction of warehouse in non CRZ area as per approved CZMP, 2019

The Authority noted that activities proposed beyond CRZ areas as per approved CZMP, 2019 are outside the ambit of CRZ Notification, 2019.

  
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The Authority noted that part of project falls in CRZ-IA (50 m Mangrove Buffer Zone) and construction is proposed in the said portion of the project site. PP need to obtain report from mangrove cell.

**DECISION:**

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

1. The concerned Planning Authority shall ensure that the proposed construction should be carried out strictly in non CRZ area as per the approved CZMP under CRZ Notification, 2019.
2. The concerned Planning Authority should strictly ensure that no construction is proposed in CRZ area as per the approved CZMP under CRZ Notification, 2019.
3. PP to ensure that no construction is proposed in 50 m mangroves buffer zone as proposed and committed by PP. There shall be no violation of Hon'ble High Court order dated 18.09.2018 in PIL 87/2006.
4. PP to obtain report from mangrove cell.
5. Debris generated during the project activity should not be dumped in CRZ area. It should be processed scientifically at a designated place.
6. Solid waste generated should be properly collected and segregated. Dry/ inert solid waste should be disposed of as per Solid waste Rules of 2016 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 before starting construction at the site shall be ensured by Urban Local Body.



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**Item No.15:** Proposed redevelopment of existing residential building on Plot bearing C.T.S. No. 1101B/9 of Village- Bandra/D, at Y.M.C.A Road, Cater Road, Khar West, Mumbai by M/s Shree Naman Rehab Private Limited

**INTRODUCTION:**

The project proponent along with consultant presented the proposal before the Authority. The proposal is for redevelopment of existing residential building on Plot bearing C.T.S. No. 1101B/9 of Village- Bandra/D, at Y.M.C.A Road, Cater Road, Khar West, Mumbai.

Consultant presented that, there is 1 existing structure on site known as "Sagar Darshan C Apartment". The said structure is to be demolished (OC Received on: 06/07/1976). Now, developer has proposed redevelopment on the land under Reg. No. 33(11) OF DCPR 2034.

Proposed residential building comprising of Part basement + Ground + 1st to 4th Podium floor + Amenity floor + 1st to 12th (12th part) upper residential floors of Height - 60.75 m

As per DP Remarks of 2034, the plot under reference is situated in Residential zone.

Plot area is 666.00 Sqm, FSI area is 2697.30 sqm, Non FSI area is 3352.70 Sqm, Total Construction area is 6050.00 Sqm

**DELIBERATIONS:**

The Authority noted that, PP has submitted the CRZ map in 1:4000 scale & report prepared by IRS Chennai as per which the site is in CRZ II area.

The site under reference is situated on landward side of existing road, as per CRZ map.

The Authority noted that as per para 5.2 (iv) CRZ-II of the CRZ Notification, 2019, (iv) *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*



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*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 project in CRZ II area is permissible subject to without change in present land use and FSI as per Town and Country planning regulations existed as on date of the CRZ Notification, 2019 i.e. 18<sup>th</sup> January, 2019. The concerned planning authority should strictly ensure that the proposed reconstruction is within the limit of permissible FSI as per DCR existed as on 18<sup>th</sup> January, 2019.

**DECISION:**

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

1. The concerned Planning Authority shall ensure that the proposed reconstruction should be carried out strictly as per the provisions of CRZ Notification, 2019 (as amended from time to time) and guidelines/ clarifications given by MoEF&CC from time to time.
2. The concerned Planning Authority should strictly ensure that proposed reconstruction in CRZ-II is subject to local town and country planning regulations as applicable from time to time and it is within the limit of permissible FSI as per Town and Country planning regulations existed as on 18<sup>th</sup> 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 as per Solid waste Rules of 2016 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 before starting construction at the site shall be ensured by Urban Local Body.



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**Item No.16:** Proposed Multimodal Corridor Project, from Navghar to Chirner by Maharashtra State Road Development Corporation

**INTRODUCTION:**

The MSRDC official presented the proposal before the authority. The MSRDC has submitted the proposal for the Multi Modal Corridor Project (MMC) from Navghar (Bapane Taluka Vasai) to Chirner (Taluka Uran).

Mumbai Metropolitan Region (MMR) is the fastest growing metropolis in India with a population. Multi Modal Corridor (MMC) is an outcome of Comprehensive Transportation Study (CTS) known as TRANSFORM carried out under the MUTP-I with Technical assistance from World Bank in year 2008. MMC passes through multiple local Municipalities and connects 9 Growth Centers in MMR with expected population of 15 million (2031). The project is passing through Palghar, Thane and Raigad District of Maharashtra. The project is located in urbanised areas, agricultural, built-up, commercial, and industrial areas of above said districts. This will act as a Ring road to Mumbai, Thane and Navi Mumbai city. It will divert all the traffic plying via these city from JNPT and Newly opened Navi Mumbai International Airport.

Multi Modal Corridor is access controlled expressway and a single corridor in which multiple modes, such as buses, Metro rail and cars, Heavy Multi-axle Vehicle along with service road tree plantation, utilities such as water, sewage and gas lines are present in the same Right of Way. The Right of way (ROW) of proposed Multi Modal Corridor is 45/69/99/126 meters and length of the corridor is approx. 80km. The cross section of the MMC is as follows:

- Access Control Highway for traffic: 4+4 lane & 6+6 lanes
- Metro Rail Corridor: 26.5m wide in center,
- Tree Plantation -7m each side
- Service Road on each side
- Drain and Utility Duct on Each side, compound wall.



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Project alignment is traversing through Palaghar, Thane & Raigad Dist. The Total length of the project is approx. 80km and entire length of the project alignment is divided into 6 sections detailed below:

1) Section 1 : Navghar To Dive Anjur-

This section start at Bapane near village Navghartaluka Vasai district Palghar on Mumbai Ahmedabad NH 48. The 1<sup>st</sup> interchange is provided at this location and 2<sup>nd</sup> interchange is at village Dive AnjurTal.Bhiwandi, Dist.Thane on NH 848 (Mumbai Nashik highway). This section will carry the heavy as well as light traffic passing in Thane city.

2) Section 2 : Dive Anjur To Katai Naka Kalyan-

This section is between the Dive Anjur to Katai Naka taluka Kalyan. An interchange is given on Kalyanshil and AmbernathShil road. This section will carry the light traffic passing through Kalyan and Dombivali City.

3) Section 3 : Katai To MorbePanvel-

This section falls between Katai Naka to Morbe. This junction also includes an interchange at Taloja and an interchange at Morbe this section will have the light & heavy traffic from KalyanDombivli, Taloja and Ambernath MIDC

4) Section 4 : Morbe To Mumbai Pune Express Way- Morbe is one of the most important interchange. This interchange is connecting MMC and Vadodara Mumbai SPUR expressway at Morbe this will carry most of the heavy and light traffic coming and going from JNPT and Navi Mumbai airport.

5) Section 5 : Mumbai Pune Express Way To Karanjade

This section will add all the traffic coming and going to Pune and JNPT and Navi Mumbai international airport.

6) Section 6 : Karanjade To Atal Setu-

This section is mainly carrying light traffic coming and going to Mumbai via Atal Setu and JNPT.

Thus MMC will act as a ring road to Mumbai Thane and Navi Mumbai. All the traffic passing from JNPT and Navi Mumbai international airport will be passing through the Ring road.

It will boost economy and subsequently generate employment in the country. The corridor will provide faster connectivity to JNPT, Proposed Navi Mumbai Airport, MTHL and Dedicated Freight Corridor (DFC).



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MSRDC officials presented that the EIA report for the project is prepared by Louis Berger (Nabet Accredited consultant). As per the EIA report, the project corridor is passing through three districts of Maharashtra viz: Thane, Palghar and Thane. The project area is predominantly passing through agricultural land, forest, coastal regulation zones, built-up areas, and water bodies. Also, the project area is passing through Sanjay Gandhi National Park, Tungareshwar wildlife sanctuary and thane creek.

Consultant presented that the project alignment is passing through CRZ IA, CRZ IB, CRZ II, CRZ III, CRZ IV and non CRZ area and it is permissible under para 5.1, 5.2, 5.3 and 5.4 of the CRZ Notification, 2019. Further, the project is category A project & MoEF&CC has granted the TOR for the same. Consultant & MSRDC officials further informed that, Public hearing for the project have been conducted, which has been reported in the EIA report.

**DELIBERATIONS:**

The Authority noted that initially, the MCZMA in its 113<sup>rd</sup> meeting held on 9-11.8.2016 deliberated the proposal and vide letter dated 17.10.2016 recommended the proposal to MoEF&CC, New Delhi.

Earlier the proposal was submitted by MMRDA (then then implementing agency) for the proposal of Multi Modal corridor. However, now the project implementation agency is MSRDC. Due to change in alignment, the MSRDC submitted the proposal for revised alignment. The said revised alignment proposal was deliberated in 160<sup>th</sup> meeting of the MCZMA held on 24.8.2022 wherein, the Authority noted that PP need to submit the Mangrove Cell report about the nos. of mangrove trees proposed to be cut in the alignment of the Multi Modal corridor. Further, PP need to submit a comprehensive statement about the earlier CRZ recommendation and proposed revise alignment.

The MSRDC officials presented that alignment has been revised accordingly, CRZ demarcation has been obtained from the IRS Chennai as per CRZ Notification, 2011 and 2019. As per said maps, the proposed alignment is passing through CRZ IA, CRZ IB, CRZ II, CRZ III (NDZ), CRZ IV and non CRZ area.



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The area statement as per CRZ notification 2011 (2021 Report)

| Sr. No. | CRZ classification                  | Area (Sq. m) |
|---------|-------------------------------------|--------------|
| 1       | CRZ IA ( Mangroves)                 | 592395.30    |
| 2       | CRZ IA ( 50 m buffer for mangroves) | 944302.20    |
| 3       | CRZ IB                              | 159977.90    |
| 4       | CRZ II                              | 31268.20     |
| 5       | CRZ III (NDZ)                       | 539184.30    |
| 6       | CRZ IVB                             | 34760.50     |
| 7       | Outside CRZ                         | 1872540.9    |
|         | Total                               | 4174429.3    |

Further, the PP has submitted the CRZ map in 1:4000 scale and report prepared by IRS, Chennai as per approved CZMP, 2019 (Nov 2025 report)-

| Sr. No. | CRZ classification                  | Area (Sq. m) |
|---------|-------------------------------------|--------------|
| 1       | CRZ IA ( Mangroves)                 | 416883.04    |
| 2       | CRZ IA ( 50 m buffer for mangroves) | 606304.67    |
| 3       | CRZ IB                              | 90136.06     |
| 4       | CRZ II                              | 9398.53      |
| 5       | CRZ III (NDZ)                       | 207088.44    |
| 6       | CRZ IVB                             | 64932.06     |
| 7       | Outside CRZ                         | 10269068.38  |
|         | Total                               | 11663811.18  |

Further MSDRC officials further presented that Mangrove Cell has provided its report as per which, total nos of mangrove tree affected due to project is 5043 with 75.031 Ha area.

Earlier, the Authority in its 191<sup>st</sup> meeting of MCZMA held on 24.11.2025 observed that the as per the Mangrove Cell report, affected mangroves trees in the project is 5043 in the affected mangrove area 75.0031 Ha. However, the EIA report states that, area under mangrove is 5,92,395.3Sqm (59.23 Ha) as per the CRZ map. The EIA report does not have information regarding affected mangroves trees in the project.

  
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Expert Members observed that the area under affected mangroves is considerably high. MSRDC officials presented that certain nos. of mangrove trees will be affected due to ROW, however, actual impact i.e. permanent loss of mangrove trees is less.

Expert Members opined that, EIA report should incorporate the observations of the mangrove Cell report in the EIA report. Further, in order to understand the actual impact on the mangroves, the EIA report should incorporate details like-

- Permanent loss of mangrove trees (Nos. & area)&
- Temporary loss of mangrove trees (Nos. & area)
- Compensatory mangrove plantation plan
- Exploration/ methods/ ways to minimize the impact on mangrove.

MSRDC officials and consultant informed that mangrove cell report has been incorporated in the EIA report. As per presentation, Total area of mangroves getting affected is about 75.0031 Ha.

- Mangrove Cutting Permissions: Mangrove cutting will only be carried out after obtaining the necessary permissions from the Hon'ble High Court as per Final Judgment of the PIL 87 of 2006 after the receipt of EC/CRZ Clearance.
- Elevated Road Viaduct: In mangrove areas, an elevated road viaduct will be constructed to avoid habitat fragmentation. Pre-cast units will be used to prevent any impact on mudflats during construction. Distance between 2 piers of viaduct in mudflat area will be over 35 m to minimize disturbing the ecologically crucial intertidal habitats.
- Compensatory Mangrove Plantation: As per CRZ Notification 2019, a minimum of three times the Mangrove Areas affected or destroyed or cut during the construction process shall be taken up for Compensatory Plantation of Mangroves. This will be carried out on degraded mangrove lands as suggested by Mangrove Cell, Mumbai at the cost of Project Proponent (i.e. MSRDC).
- Nutrient and Pollutant Remobilization Control: Monitor water quality during construction, especially for contaminants that may be released from disturbed sediments.

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- **Monitoring and Restoration:** Post-construction monitoring, including health survey of the restored mangrove areas will be conducted (twice a year x 5 years).

The PP presented the Mangrove Management Plan:-

- 1) Total Mangrove area is 75.0031 Ha (Total Mangroves: 5,043 Nos.). Permanent removal is 3.0134 Ha and Temporary Removal 12.00 Ha.
- 2) As per CRZ Notification 2019, a minimum of three times the Mangrove Areas affected or destroyed or cut during the construction process shall be taken up for Compensatory Plantation of Mangroves. This will be carried out on degraded mangrove lands as suggested by Mangrove Cell, Mumbai at the cost of Project Proponent (i.e. MSRDC).
- 3) Four techniques for the restoration / plantation of mangroves, either singly or in combination often employed are as follows:
  - Fishbone model for plantation
  - Transplantation of nursery-raised saplings
  - Raised bed technique
  - Direct dibbling of propagules
- 4) As per CRZ Notification 2019, a minimum of three times the Mangrove Areas affected or destroyed or cut during the construction process shall be taken up for Compensatory Plantation of Mangroves. This will be carried out on degraded mangrove lands as suggested by the Mangrove Cell, Mumbai at the cost of Project Proponent (i.e. MSRDC).
- 5) The Mangroves Restoration plan has been prepared based for five years which may be extended for 10-20 years for full maturity.
- 6) The mangroves will be restored based on planning and assessment , obtaining permits, hydrological alterations, planting & propagules, monitoring & evaluation, community and engagement & training,
- 7) The total budget allocated for the Mangroves restoration is 480 Lacs. The restoration will be carried out by the Mangrove Cell, Mumbai at the cost of Project Proponent (i.e. MSRDC).

Expert Members expressed that MSRDC in consultation with mangrove Cell may implement all possible mitigation measures to lessen the footprint of the proposed activities on mangrove area. MSRDC in consultation with Mangrove



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Cell will implement the long term compensatory mangrove plantation plan. All feasible measures and techniques should be implemented to minimize the carbon footprint of the project.

The MSRDC official assured that all the environmental precautions / measures will be undertaken to minimize the impact of proposed sea link project on mangroves and intertidal areas. Mangrove re-plantation plan will be undertaken in consultation with the Mangrove Cell of the Forest Department.

The Authority observed that all mitigation measures & Environment Management Plan as suggested in the EIA report should be followed in letter and spirit. Controlled and Precision construction methodology to be exercised during construction, especially within intertidal areas, in order to avoid the adverse impact on seabed & coastal environment. All adequate measures will be taken to mitigate fugitive dust emission during project activities.

MSRDC further assured that all required statutory permissions from Forest Department, MPCB etc. would be obtained including Prior High Court permission Hon'ble High Court order dated 17<sup>th</sup> Sep, 2018 in PIL 87/2006, before commencement of project.

The Authority noted that proposed project is vital infrastructure project which aims to decongest the traffic. It will help in reducing the air pollution, improving the quality of life.

The Authority noted that the proposal is permissible in accordance with provisions of the CRZ notification, 2011 and 2019.

| Proposed activity           | CRZ classification | Permissible clause as per CRZ Notification, 2019 |
|-----------------------------|--------------------|--|
| Multimodal Corridor Project | CRZ-I (A)          | 5.1.1(ii) & (iii)                                |
|                             | CRZ-I (B),         | 5.1.2(i) (c)                                     |
|                             | CRZ II             | 5.2(i)   |
|                             | CRZ-III            | 5.3(i)   |
|                             | CRZ-IV (B)         | 5.4(ii)(a)                                       |
|                             | Non CRZ            | -  |

As per submission, the project is a category A project. The MoEF&CC has granted the TOR the same.

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The Authority further noted as per para 7(iii) of the CRZ Notification, 2019 & OM dated 29<sup>th</sup> November, 2022 & para 8(ii)(a) of the CRZ Notification, 2019, the proposal requires final CRZ clearance from the MoEF&CC, New Delhi. The said provision is reproduced as follows:

*"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"*

Further as per para 8(ii) (a) of the CRZ Notification, 2019-

*"For the projects or activities also attracting the Environment Impact Assessment Notification, 2006 number S.O. 1533(E), dated 14<sup>th</sup> September, 2006, the Coastal Zone Management Authority shall forward its recommendations to the Central Government or State Environment Impact Assessment Authority for Category "A" and Category "B" projects respectively, to enable a composite clearance under the Environment Impact Assessment Notification, 2006"*

**DECISION:**

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

1. The proposed elevated road project should be carried out strictly as per the provisions of CRZ Notification, 2019 as amended from time to time and with a commitment of protection and conservation of coastal environment.
2. Prior High Court permission should be obtained by the PP as per Hon'ble High Court order dated 17<sup>th</sup> Sep, 2018 in PIL 87/2006, since the project involves cutting of mangroves.
3. PP to obtain the prior Forest Clearance under Forest (Conservation) Act, 1980.
4. Compensatory mangrove plantation should be carried out in consultation with Mangrove Cell.
5. PP shall undertake compensatory mangrove plantation in accordance with provisions of the CRZ Notification, 2019, in consultation with the Mangrove Cell.

  
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6. PP to ensure that proposed activities should be carried out with exercising extra caution with objective to have less impact on the mangroves and coastal ecology.
7. PP to explore the use of eco- concrete for the concrete structure
8. All feasible measures and techniques should be implemented to minimize the carbon footprint of the project
9. Adequate measures should be implemented in order to mitigation fugitive dust emission during dredging activity. Periodic monitoring of air quality will be carried out and prompt remedial action should be undertaken in case deviations from NAAQS are recorded.
10. The health, safety, and environmental compliance measures should be thoroughly documented. Additionally, periodic training must be provided at all levels. This training should also be meticulously documented to ensure effective implementation and adherence to standards.
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. PP to implement C & D waste management plan strictly as per Construction and Demolition Waste Management Rules, 2016.
13. During the construction phase, sustainable construction practices & exploration of other alternatives needs to be explored by the PP to maintain the stability & integrity of the shorelines. 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
14. PP to ensure that noise and vibration level is within permissible limit during construction phase of the project. Noise barriers are erected at appropriate locations.
15. 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. It is also suggested to have a third-party monitoring/Audit of all such management initiatives by Govt agency during and after completion of project from time to time.
16. PP to ensure planting trees with dense foliage around the project site periphery to mitigate noise pollution from traffic. Development of green belt with trees and other vegetation helps minimize the overall noise level in the area. CPCB guidelines for greenbelt parameters should be followed for effective mitigation of air and noise pollution. Regular maintenance of green belt should be ensured.



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17. 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.
18. 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.
19. Debris generated during the project activity should not be dumped in CRZ area. It should be processed scientifically at a designated place.
20. All Hazardous material should be disposed of scientifically as per Hazardous material management Rules.
21. PP to ensure that best industrial practices should be followed for fire safety measures and for conservation of coastal environment
22. All other required permissions from the concerned statutory authorities should be obtained prior to commencement of the work.

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**Item No.17:** Proposed construction of Groyne Bund, Jetty, Approach Road and Desilting of Existing Navigation Channel at Akshi Sakhar, Taluka Alibag, District Raigad by Maharashtra Maritime Board (MMB).

**INTRODUCTION:**

The Chief Engineer, MMB along with Consultant presented the proposal before the Authority. The MMB has proposed Construction of Groyne Bund, Jetty, Approach Road and Desilting of Existing Navigation Channel at Akshi Sakhar, Taluka Alibag, District Raigad.

Details of the proposed activities are as follows:

| Sr No. | Proposed activity                | Details  |
|--------|----------------------------------|--|
| 1      | Jetty (2 nos.):                  | Length of the jetty - 80 m<br>Width of the jetty - 20 m                                    |
| 2      | Groyne bund:                     | Length of east side groyne bund - 1125.00 m<br>Length of west side groyne bund - 1110.00 m |
| 3      | Approach road                    | Length of approach road - 1775 m<br>Width of approach road - 7m                            |
| 4      | Reclamation area                 | 11,033.4 sq m  |
| 5      | Clearing of navigational channel | 240000 Cum   |

MMB officials presented that, proposed project is beneficial for fishermen. The proposed project will provide facilities for the fishermen to berth their boats safely protecting the boats from high sea waves, and safely land

**DELIBERATIONS:**

The Authority noted that the MMB has submitted the CRZ map in 1:4000 scale superimposing the project layout, as prepared by the NCSCM, Chennai. As per the said report, the CRZ categorization of the project site as per approved CZMP, 2019 is as follows-

  
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| Proposed activities | CRZ IB (Sqm) | CRZ II (Sqm) | CRZ IV A (Sqm) | CRZ IVB (Sqm) | NDZ (Sqm) | Out of CRZ (Sqm) |
|---------------------|--------------|--------------|----------------|---------------|-----------|------------------|
| Groyne Bund         | 79033.92     | 12.47        | 18592.44       | -             | -         | -                |
| Jetty               | 2382.06      |              |                | 915.87        |           |                  |
| Reclaim area        | 10378.91     | 205.00       |                | 449.49        |           |                  |
| Approach Road       | 9040.75      |              |                |               | 11531.47  | 879.42           |

The PP has submitted the EIA report prepared by the Building enviro India Pvt Ltd (Nabet Accredited Pvt Ltd).

As per EIA report, the proposed project involves Construction of Groyne Bund, Jetty, Approach Road with allied facilities such as reclamation of land, protection bund and Desilting of Existing Navigation Channel at AkshiSakhar in Alibag Taluka of Raigad district of Maharashtra.

- 1) Groyne Bund- It is designed to protect the shoreline from erosion caused by wave action, tides, and storms. It interrupts the flow of water, reducing the energy of waves and preventing the loss of land. This stabilization is essential for preserving coastal areas Proposed southern and northern groyne bund length will be 856 m and 850 m in length respectively.
- 2) Jetties - The proposed project involved construction of 2 jetty of dimension 80.00 m X 10.00 m. The jetty provides a secure docking point for vessels, as well as supporting the local fishing industry. It also serves as an essential infrastructure for tourism-related activities, such as recreational boating and ferry services.
- 3) Approach Road- The proposed approach road will connect the jetty to the main transportation network, ensuring easy access for vehicles transporting goods, people, and services. The dimension of approach road is 300.00 X 7.00 m.
- 4) Reclaiming land will create additional space for infrastructure development. This reclaimed land will be used as parking area. Reclamation will be done on both side of channel. Dimension of reclamation area is 250.00 X 50.00 m and 100.00 X 50.00 m respectively
- 5) Desilting of the existing navigation channel is necessary to remove accumulated sediment, ensuring that the channel remains deep enough for

  
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vessels to navigate safely. This is important for maintaining the operational efficiency of the jetty and supporting the local fishing activity. The navigation channel will be 100 m wide.

The Authority noted the anticipate impacts, Mitigation measures and Environment Management Plan suggested in the EIA report. Certain Mitigation measure as suggested is as follows:

- Regular servicing and maintenance of construction equipment should be carried out. Also acoustic enclosures should be provided wherever applicable to the high noise generating machinery.
- Spillage of construction material into marine water should be strictly avoided to avoid contamination and turbidity. Skilled manpower should be deployed on site and construction should be carried out under supervision of site supervisor.
- On site generated construction waste should be stored at designated place and disposed to authorized agency.
- Hazardous waste generated if any should not be dumped into coastal area. The waste should be disposed to designated site through authorised agency.
- Storage of fuel and construction material should be done away from intertidal area to avoid contaminations from accidental spillages and entry into sea water.
- The proposed jetty and allied facilities will be used by the locals and visitors visiting the Akshi beach. Visitor and local activity may cause generation of the solid waste in the form of biodegradable waste such as food waste and non-biodegradable waste such as food wrappers, plastic bags, plastic water bottles, paper waste etc.

During the deliberation, the MMB submitted the IIT report also recommend the proposed project.

The Authority noted that the proposal was earlier deliberated in 181<sup>st</sup> meeting held on 11<sup>th</sup> July, 2025 wherein the expert members observed that, proposed bund will facilitate the tidal water movement into the creek which will help fishermen to navigate through the creek. However, report of the IIT needs to be seen to understand the flow pattern of the creek. Proposed bund would likely have impact on other side of the coast, which needs to be studied. Long structure on the shoreline would interfere with the sediment transport around the coast. This may have impact on other side of the coast, may in the

  
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form of erosion or accretion. MMB to provide the necessity of the reclamation of the area near the mouth of the creek.

The MMB during the meeting presented the necessary information as sought by the MMB in its 181<sup>st</sup> meeting held on 11th July, 2025, which is as follows:

- Wave transformation study, sediment transport study & design are carried out by IIT Mumbai for the development of proposed project at Akshisakhar
- A one-year coupled hydrodynamic, wave and sediment transport model simulation was carried out for the study region.
- The results indicate that the shoreline shows a seaward movement and the sediment deposition is seen along the neighbour beaches of harbour.
- On an average 25-30m seaward shift of shoreline is observed along AkshiSakhar beach.
- Bed level changes shows spatial variation of bed level change after one year. The accretion of sediments along AkshiSakhar beach is observed after one year.
- The analysis without proposed layout shows similar changes in shoreline and bed morphology changes but with less magnitude change relative to with groyne scenario.
- The mathematical model sediment study shows that, the deposition of sediments along the coast does not get affected / altered due to the construction of this groyne (bund) since coastline at AkshiSakhar is much inside the general profile of the coastline in the region.
- Further, the length of groyne is 1.17 km which is much less than the distance to the coastline profile on north and south side of AkshiSakhar.
- The proposed groyne and associated facilities are recommended to be implemented for helping the fishing community throughout the year without much difficulty due to sedimentation at the mouth (without the groyne).

The MMB has submitted the report from the IIT which concludes that, the mouth of the Creek at AkshiSakhar often silted and the sediment deposition along the beach creates disturbance in fishing activities. Hence to streamline the flow and to prevent sedimentation from coastal current, a training wall (gone) of 1.17km has been proposed by MMB. Further, the connection between the groyne and the existing land requires some filing to provide additional space for fish landing jetty and its backup activities. Hence,



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an area behind the jetty and at the end of groyne is planned to be reclaimed by soil filling and by extending the groyne bund. Also, the slope of the fill will be properly made with rip rap protection similar to groyne bund. This will also prevent the collapse of soil in front of jetty which otherwise makes the berthing of fishing boats difficult.

The mathematical model sediment study shows that, the deposition of sediments along the coast does not get affected / altered due to the construction of this groyne bund since coastline at AkakiSakar is much inside the general profile of the coastline in the region. Further, the length of groyne is 1.17 km which is much less than the distance to the coastline profile on north and south side of AkabiSakhar. The proposed groyne and associated facilities are recommended to be implemented for helping the fishing community throughout the year without much difficulty due to sedimentation at the mouth (without the groyne).

Regarding necessity of the reclamation, MMB presented that, the connection between the groyne and existing land requires filling to create stable space for the fish landing jetty and its backup activities. The reclamation involves area beneath the jetty and adjoining land and end of groyne ensuring minimal footprint. Reclamation is planned through soil filling. Soil protection is necessary to avoid collapse in front of the jetty, which would otherwise hinder safe berthing of fishing boats. The slope of the reclaimed fill will be protected with riprap similar to the groyne bund to prevent soil collapse. Shore protection using riprap will stabilize the reclaimed land during monsoon creek discharge and prevent erosion. This protection is essential to maintain safe berthing conditions, control siltation and ensure the required draft for fishing boats.

The Proposal was earlier considered in 187<sup>th</sup> meeting of MCZMA held on 26.08.2025. As per decision taken, the MCZMA vide letter dated 11.09.2025 recommended the proposal to MoEF&CC, New Delhi.

The MoEF&CC, New Delhi has sought MCZMA recommendation letter, explicitly mention the relevant clause / provision of the CRZ Notification, 2019. The CRZ report prepared by NCSCM and the EIA report did not provide the CRZ categorization for the clearing of the navigational channel.

Accordingly, MMB submitted the followings-



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| Sr. No. | Activity Proposed   | CRZ area          | Permissibility as per CRZ Notification 2019 | Area (sq. m) |
|---------|---|-------------------|---|--------------|
| 1.      | Desilting of Existing Approach Channel (Clearing of Navigational Channel) | CRZ D3            | As per 5.1.2 (i) (e)                        | 95060.64     |
|         |   | CRZ IV A          | As per 5.4 (ii) (d)                         | 73721.02     |
|         |   | CRZ IV B          |   | 17530.35     |
| 2.      | Construction of Groyne bund   | CRZ DB            | As per para 5.1.2 (i) (a)                   | 79033.92     |
|         |   | CRZ II            | As per para 5.2 (i)                         | 12.47        |
|         |   | CRZ IVA           | As per para 5.4 (ii) (a)                    | 18592.44     |
|         | Construction of Jetty   | CRZ D3            | As per para 5.1.2 (i) (a)                   | 2382.06      |
|         |   | CRZ IV B          | As per para 5.4 (ii) (a)                    | 915.87       |
| 4.      | Approach Road   | NDZ within CRZ DI | As per para 5.3 (ii) (c)                    | 11531.47     |
|         |   | CRZ D3            | As per para 5.1.2 (i) (c)                   | 9040.75      |
|         | Reclamation area  | CRZ IB            | As per para 5.1.2 (i) (a)                   | 10378.91     |
|         |   | CRZ II            | As per para 5.2 (i)                         | 205          |
|         |   | CRZ IV B          | As per para 5.4 (ii) (a)                    | 449.49       |

PP has submitted revised CRZ map in 1:4000 scale & report prepared by NCSCM Chennai indicating Desilting of Existing Approach Channel (Clearing of Navigational Channel), Construction of Groyne bund, Construction of Jetty, Approach Road, Reclamation area.

  
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The Authority further noted as per para 7(iii) of the CRZ Notification, 2019 & OM dated 29<sup>th</sup> November, 2022, the proposal requires final CRZ clearance from the MoEF&CC, New Delhi. The said provision is reproduced as follows:

*"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 detailed discussion and deliberation decided to recommend the proposal from CRZ point of view to MoEF&CC, New Delhi, under CRZ Notification, 2019 subject to compliance of the following conditions:

1. The proposed project 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. Construction of jetty & groyne bund should be with minimum interference with tidal water flow, so that free flow of tidal water is not obstructed. Recommendation of the IIT report should be followed.
3. PP to ensure that during construction and operation phase, ecologically sensitive features like mangroves if any, should not be cut/ damaged for the project.
4. Prior High Court permission should be obtained, as per Hon'ble High Court order dated 17<sup>th</sup> September, 2019 in PIL 87/2006, if the project activities are affected by mangroves or its 50 m mangrove buffer zone area.
5. During construction phase, the project implementing agency should proactively implement all possible appropriate environmental measures to achieve minimum disturbance to coastal ecosystem.
6. Debris generated during the construction activity should not be dumped in CRZ area. It should be ensured that debris is processed in a scientific manner at a designated site, as per MSW Rules, 2016.
7. Project proponent should implement Mitigation measures and Environment Management plan as stipulated in the EIA report, effectively and

  
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efficiently during construction and operational phase of the project to ensure that coastal environment is protected.

8. All other required permission from different statutory authorities should be obtained before starting construction at the site shall be ensured by Urban Local Body.



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**Item No.18:** Proposed Protection Works for Fishermen Houses near Shivshastri Nagar at Cuffe Parade, Colaba, Mumbai by Maharashtra Maritime Board

The officials from the Maharashtra Maritime Board along with consultant presented the proposal before the Authority.

The MMB has proposed Protection Works for Fishermen Houses near Shivshastri Nagar at Cuffe Parade, Colaba, Mumbai

Consultant presented that, Shivshastri Nagar is densely populated by traditional fishermen settlements, which is located along west coast in southern Colaba, adjacent to Navy Nagar in Mumbai. This coastal settlement accommodates approximately 2,500-3,000 people, comprising of fisher folk community. Among these nearly 250-300 fishermen's houses are located very close to the shoreline and are affected by sea waves during high tides, especially during the monsoon. Therefore, a 550 meters long & width of wall 18.50 m rubble-mound seawall is proposed to protect fishermen's houses and ensure their safety during rough weather.

The proposed seawall shall provide protection to the fishermen houses located along coastline from high sea waves during rough weather. The seawall shall reduce the risk of flooding and ensure safety of the people residing in this area.

The Consultant presented that the project site falls in CRZ IB and CRZ IVA area as per approved CZMP, 2019 and proposed bund is permissible activity as per 5.1.2 (ii) and 5.4 (iii) of the CRZ Notification, 2019.

**DELIBERATIONS:**

The Authority noted the CRZ map in 1:4000 scale prepared by the NCSCM, Chennai, as per which, as per CRZ categorization of the project is tabulated as below-

| CRZ category | Area   |
|--------------|--------|
| CRZ IB       | 606.35 |
| CRZ IVA      | 646.90 |

The PP has submitted the EIA report prepared by the Building Environment (India) Pvt Ltd (Nabet Accredited Consultant). The Authority

  
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noted the observations, anticipated impacts and mitigation measures proposed in the EIA report.

The Authority noted the permissibility of the project as per CRZ Notification, 2019-

| Project Activity | CRZ category | Permissibility as per CRZ Notification, 2019 (Clauses) |
|------------------|--------------|--|
| Protection works | CRZ IB       | 5.1.2 (ii)   |
|                  | CRZ IVA      | 5.4 (iii)  |

The Authority noted that as per para 7 of CRZ Notification, 2019 (amended as on 24.11.2022):

CRZ clearance for permissible and regulated activities- Delegation:

*"(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.) which shall be dealt by concerned Coastal Zone Management Authority."*

**DECISION:**

In the light of above, the Authority after deliberation decided to grant the CRZ clearance subject to certain conditions:

1. The concerned planning authority shall ensure that the proposed construction should be carried out strictly as per the provisions of CRZ Notification, 2019 (as amended from time to time) and guidelines/ clarifications given by MoEF&CC from time to time.
2. PP to ensure that project activities to be implemented ensuring minimal disturbance to the coastal environment.
3. PP to ensure that Natural stream, creeklets and natural water bodies should not be disturbed and reclaimed while implementing the coastal protection works and dredging activity.
4. PP to ensure that Ecologically sensitive areas / Natural geo-morphological features like Mangrove, turtle breeding sites, sand dunes, 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.

  
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6. Project proponent should implement Mitigation measures and Environment Management plan as stipulated in the EIA report, effectively and efficiently during construction and operational phase of the project to ensure that coastal environment is protected.
7. All other required permission from different statutory authorities should be obtained



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**Item No. 19:** Proposed 6-Lane Access Controlled Section of NH-348B (Greenfield) from Pagote (Km. 0.100) to Chowk (Km. 29.319), Raigad District in the state of Maharashtra by NHAI

The proposal was already considered in 190<sup>th</sup> meeting of MCZMA held on 07.11.2025 and recommended to MoEF&CC New Delhi vide letter dated 20.11.2025.

The MoEF&CC, New Delhi has returned the proposal stating that project is seeking a combined clearance (Environmental Clearance for Infrastructure-I Port + CRZ clearance). PP requested to upload all relevant documents, including the Maharashtra State Coastal Zone Management Authority (MSCZMA) recommendation letter and other CRZ Clearance related information, on the EC Sector (Infra-1), Parivesh Portal.

The Authority decided to delist the proposal.

  
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**Item No.20:** Proposed redevelopment of Building No. 99 at Kannamwar Nagar, Vikhroli, Mumbai by Kannamwar Nagar Om Saisiddhi Co-operative Housing Society Limited

**INTRODUCTION:**

The project proponent along with consultant presented the proposal before the Authority. The proposal is for redevelopment of Building No. 99 at Kannamwar Nagar, Vikhroli, Mumbai.

Consultant presented that, Kannamwar Nagar Om Saisiddhi Co-operative Housing Society Limited under the provision of regulation 33(5) of DCPR 2034 of MCGM, has Proposed Redevelopment of Building No. 99, At Kannamwar Nagar, Vikhroli, Mumbai.

Existing building was constructed by MHADA in the year 1973 (G +3 Floors), which now are in dilapidated conditions. Said buildings will be reconstructed and all 32 T/s will be rehabilitated as per the provisions of DC regulation number 33(5) of DCPR 2034 of MCGM as well as rule and regulations of MHADA.

The proposed composite residential development comprises of Residential Building Consisting of 32 rehab Tenements and 111 Sale Tenements with Stilt+21 floors.

As per DP Remarks of 2034, the plot under reference is situated in Residential zone.

Plot area is 782.68 Sqm, FSI area is 5964.53 sqm, Non FSI area is 2105.64 Sqm, Total Construction area is 8070.17 Sqm

**DELIBERATIONS:**

The Authority noted that, PP has submitted the CRZ map in 1:4000 scale & report prepared by NCSCM Chennai as per which the site is in CRZ II & Non CRZ area. The site under reference is situated on landward side of existing structures. Area of project in various CRZ as follows:-

| CRZ Classification | Area in sqm |
|--------------------|-------------|
| CRZ-II             | 13.50       |
| Outside CRZ        | 769.18      |
| Total              | 782.68      |

  
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The Authority noted that as per para 5.2 (iv) CRZ-II of the CRZ Notification, 2019, (iv) *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 project in CRZ II area is permissible subject to without change in present land use and FSI as per Town and Country planning regulations existed as on date of the CRZ Notification, 2019 i.e. 18<sup>th</sup> January, 2019. The concerned planning authority should strictly ensure that the proposed reconstruction is within the limit of permissible FSI as per DCR existed as on 18<sup>th</sup> January, 2019.

**DECISION:**

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

1. The concerned Planning Authority shall ensure that the proposed reconstruction should be carried out strictly as per the provisions of CRZ Notification, 2019 (as amended from time to time) and guidelines/ clarifications given by MoEF&CC from time to time.
2. The concerned Planning Authority should strictly ensure that proposed reconstruction in CRZ-II is subject to local town and country planning regulations as applicable from time to time and it is within the limit of permissible FSI as per Town and Country planning regulations existed as on 18<sup>th</sup> 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 as per Solid waste Rules of 2016 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 before starting construction at the site shall be ensured by Urban Local Body.



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**Item No.21:** Proposed redevelopment of residential building on plot CTS No. 1111/9 of Village Bandra-D, Union Park Road, H/West ward, Bandra, Mumbai by Crest Ventures Limited

**INTRODUCTION:**

The project proponent along with consultant presented the proposal before the Authority. The proposal is for redevelopment of residential building on plot CTS No. 1111/9 of Village Bandra-D, Union Park Road, H/West ward, Bandra, Mumbai.

Consultant presented that, existing building comprised Ground Floor + 1st to 2nd Upper floors. Authorization based on IOD plans dated 22.01.1964. Old building was over thirty years old and dilapidated, and has since been demolished following BMC notices and necessary approvals.

The proposed residential building comprising of One Basement for services + Lower Ground Floor + Ground Floor + 1st floor + 2nd to 16th Floor.

As per DP Remarks of 2034, the plot under reference is situated in Residential zone.

Plot area is 514.20 Sqm, FSI area is 2081.51 sqm, Non FSI area is 2799.41 Sqm, Total Construction area is 4881.92 Sqm

**DELIBERATIONS:**

The Authority noted that, PP has submitted the CRZ map in 1:4000 scale & report prepared by IRS Chennai as per which the site is in CRZ II area. The site under reference is situated on landward side of existing road.

The Authority noted that as per para 5.2 (iv) CRZ-II of the CRZ Notification, 2019, (iv) *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 project in CRZ II area is permissible subject to without change in present land use and FSI as per Town and Country



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planning regulations existed as on date of the CRZ Notification, 2019 i.e. 18<sup>th</sup> January, 2019. The concerned planning authority should strictly ensure that the proposed reconstruction is within the limit of permissible FSI as per DCR existed as on 18<sup>th</sup> January, 2019.

**DECISION:**

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

1. The concerned Planning Authority shall ensure that the proposed reconstruction should be carried out strictly as per the provisions of CRZ Notification, 2019 (as amended from time to time) and guidelines/ clarifications given by MoEF&CC from time to time.
2. The concerned Planning Authority should strictly ensure that proposed reconstruction in CRZ-II is subject to local town and country planning regulations as applicable from time to time and it is within the limit of permissible FSI as per Town and Country planning regulations existed as on 18<sup>th</sup> 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 as per Solid waste Rules of 2016 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 before starting construction at the site shall be ensured by Urban Local Body.



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**Annexure I**

List of members/officials present in the online meeting:

1. APCCF, Mangrove Cell, Member MCZMA
2. Shri. Mirashe, Representative from Industries Dept,
3. Dr. L. R. Ranganath, CWPRS, Expert Member, MCZMA
4. Dr. Anish Andheria, Expert Member, MCZMA
5. Shri Pravin Pardeshi, Expert Member, BNHS
6. Dr. Abhay Pimparkar, Director, Environment & CC and Member Secretary,  
MCZMA

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Member Secretary

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**Additional Item:** Proposed Construction of Six Ramps and Allied Works at Shivajinagar Interchange of MTHL at Gavhan Village, Taluka Panvel, District- Raigad, Maharashtra by MMRDA

The subject proposal was considered in 192<sup>n</sup> meeting (Day1) of the MCZMA held on 20<sup>th</sup> December, 2026. The Authority asked PP to submit the report from the Mangrove Cell. Accordingly, the PP has submitted the report.

**INTRODUCTION**

The MMRDA officials along with consultant presented the proposal before the Authority. The proposal is for Construction of Six Ramps and Allied Works at Shivajinagar Interchange of MTHL at Gavhan Village, Taluka Panvel, District- Raigad.

The Mumbai Trans Harbour Link, officially named the Atal Bihari Vajpayee Sewri-Nhava Sheva Atal Setu, was developed to improve regional connectivity between South Mumbai and Navi Mumbai, easing pressure on existing north-south transport corridors. As part of this project, the Shivajinagar Interchange in Raigad District is planned to facilitate onward connectivity from MTHL to the Navi Mumbai International Airport through the upcoming CIDCO Coastal Road. However, at the time of MTHL's commissioning in January 2024, the Coastal Road was not developed. With CIDCO now advancing the construction of the Coastal Road, the Shivajinagar Connector has become essential to bridge this gap and complete the intended linkage.

The proposed project site is conveniently accessible via the 21.8 km Mumbai Trans Harbour Link (MTHL), which connects South Mumbai with Navi Mumbai. Strategically located at the intersection of the MTHL and the upcoming Coastal Road, the project will benefit from significantly enhanced regional connectivity. The site is also well connected through Nhava Road and Uran Road, linking it to nearby settlements and regional transport corridors. Kharkopar railway station, the nearest suburban rail access point, further strengthens the site's connectivity. Once completed, the project will further improve connectivity between JNPT and Mumbai, Chirle and Navi Mumbai International Airport, Mumbai and Chirle, as well as Navi Mumbai International Airport and Mumbai in both directions. Notably, it will provide a direct link between the MTHL and the upcoming CIDCO Road Gavhan Village, Raigad District

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All six ramps are designed to connect the existing MTHL alignment with the proposed Coastal Road, with a toll plaza provided on each ramp to regulate vehicular movement. The project covers an area of approximately 3.5 hectares and consists of 32 structural modules, each 75 m long, designed as three 25 m I-girder spans. These spans will be supported on 1.0 m diameter bored cast-in-situ piles with sufficient socketing into the underlying rock to ensure long-term structural strength and stability

Consultant presented that the proposed six ramps falls in CRZ IA (mangrove & its buffer zone area), CRZ II and outside CRZ area and are permissible under para 5.1.2, 5.2 of the CRZ Notification, 2019.

**DELIBERATION:**

The Authority noted that the PP has submitted the CRZ map in 1:4000 scale prepared by the IRS, Chennai, as per which-

| Description          | CRZ - Classification                | Area in Sq.m | Total Area in Sq.m |
|----------------------|-------------------------------------|--------------|--------------------|
| Proposed Ramps       | CRZ - IA                            | 18113.69     | 32166.9            |
|                      | CRZ - IA (50m Mangrove Buffer Zone) | 4424.57      |                    |
|                      | CRZ - IB                            | 277.36       |                    |
|                      | CRZ - II                            | 3232.76      |                    |
|                      | Outside CRZ                         | 6118.52      |                    |
| Proposed Toll Plazas | CRZ - IA                            | 2903.81      | 4383.16            |
|                      | CRZ - IA (50m Mangrove Buffer Zone) | 86.24        |                    |
|                      | CRZ - II                            | 603.70       |                    |
|                      | Outside CRZ                         | 789.41       |                    |

The PP has submitted the EIA report prepared by the M/s Building Environment India Pvt Ltd (Nabet Accredited). The Authority noted the anticipated impacts and mitigation measure as suggested in the EIA report.

EIA report states that the proposed project involves construction of ramps and allied works at the Shivajinagar interchange of MTHL, located within the creek area containing mangroves, and designed to integrate with the coastal road.

The project does not involve any permanent change in land cover and land use; therefore, no major impact is anticipated on land use and land cover. The

  
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project entails the construction of six ramps and allied works supported by pillars within the mangrove area, designed to seamlessly connect with the coastal road. The soil in this area is predominantly clayey and as the site lacks topsoil, no significant impacts are anticipated during the construction or operation phases.

Mitigation measure suggested in the EIA report is removal of mangroves should strictly be limited to the designated project area. Sediment control measures, such as temporary sedimentation ponds, should be implemented to prevent sediment from entering the creek during mangrove clearance activities. Compensatory afforestation shall be carried out in coordination with forest department. The approach path to the piling area for the proposed project should be determined to minimize the loss of mangrove vegetation.

The APCCF mangrove cell submitted that ground verification is necessary in order to understand the impact on the mangroves for the project. Report of the mangrove Cell is required in the matter. Consultant presented that the ground verification by the mangrove cell is under progress and report will be submitted at the earliest.

Accordingly, the PP submitted the Mangrove Cell report dated 9.1.2026 as per which, there is earlier diversion permission for the mangrove area 1.1002 Ha with 840 mangrove trees affected. Apart from this, 96 mangrove trees will be affected due to project. therefore, total 936 mangrove trees will be affected.

The Authority observed that all mitigation measures & Environment Management Plan as suggested in the EIA report should be followed in letter and spirit. All adequate measures will be taken to mitigate fugitive dust emission during project activities.

MMRDA assured that all required statutory permissions from Forest Department, MPCB etc. would be obtained including Prior High Court permission Hon'ble High Court order dated 17<sup>th</sup>Sep, 2018 in PIL 87/2006, before commencement of project.

The Authority noted that proposed project is vital infrastructure project. The proposed connector, comprising ramps and allied works, will enable smooth and direct traffic movement between MTHL, NMIA and other key nodes in Navi Mumbai, thereby reducing congestion, improving travel efficiency,



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and strengthening east- west connectivity across the Mumbai Metropolitan Region

The Authority noted that the proposal is permissible in accordance with provisions of the CRZ notification, 2019.

| Proposed activity          | CRZ classification | Permissible clause as per CRZ Notification, 2019 |
|----------------------------|--------------------|--|
| Six Ramps and Allied Works | CRZ-I (A)          | 5.1.1(ii) & (iii)                                |
|                            | CRZ-I (B),         | 5.1.2(i) (c)                                     |
|                            | CRZ II             | 5.2(i)   |
|                            | Non CRZ            | -  |

The Authority further noted as per para 7(iii) of the CRZ Notification, 2019 & OM dated 29<sup>th</sup> November, 2022 & para 8(ii)(a) of the CRZ Notification, 2019, the proposal requires final CRZ clearance from the MoEF&CC, New Delhi. The said provision is reproduced as follows:

*"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:**

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

1. The proposed project should be carried out strictly as per the provisions of CRZ Notification, 2019 as amended from time to time and with a commitment of protection and conservation of coastal environment.
2. Prior High Court permission should be obtained by the PP as per Hon'ble High Court order dated 17<sup>th</sup> Sep, 2018 in PIL 87/2006, since the project involves cutting of mangroves.

*Q*

Member Secretary

*Indra*  
Chairperson

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3. PP to obtain the prior Forest Clearance under Forest (Conservation) Act, 1980.
4. Compensatory mangrove plantation should be carried out in consultation with Mangrove Cell.
5. PP shall undertake compensatory mangrove plantation in accordance with provisions of the CRZ Notification, 2019, in consultation with the Mangrove Cell.
6. PP to ensure that proposed activities should be carried out with exercising extra caution with objective to have less impact on the mangroves and coastal ecology.
7. PP to explore the use of eco- concrete for the concrete structure
8. Adequate measures should be implemented in order to mitigation fugitive dust emission during dredging activity. Periodic monitoring of air quality will be carried out and prompt remedial action should be undertaken in case deviations from NAAQS are recorded.
9. There shall be no disposal of solid or liquid waste in the coastal area. Solid waste management shall be as per Solid Wastes Management Rules, 2016.
10. PP to implement C & D waste management plan strictly as per Construction and Demolition Waste Management Rules, 2016.
11. During the construction phase, sustainable construction practices & exploration of other alternatives needs to be explored by the PP to maintain the stability & integrity of the shorelines. 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
12. PP to ensure that noise and vibration level is within permissible limit during construction phase of the project. Noise barriers are erected at appropriate locations.
13. 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. It is also suggested to have a third-party monitoring/Audit of all such management initiatives by Govt agency during and after completion of project from time to time.
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.

  
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15. 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.
16. Debris generated during the project activity should not be dumped in CRZ area. It should be processed scientifically at a designated place.
17. All Hazardous material should be disposed of scientifically as per Hazardous material management Rules.
18. PP to ensure that best industrial practices should be followed for fire safety measures and for conservation of coastal environment
19. All other required permissions from the concerned statutory authorities should be obtained prior to commencement of the work.

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Annexure I

List of members/officials present in the online meeting:

1. APCCF, Mangrove Cell, Member MCZMA
2. Shri. Mirashe, Representative from Industries Dept,
3. Dr. L. R. Ranganath, CWPRS, Expert Member, MCZMA
4. Dr. Anish Andheria, Expert Member, MCZMA
5. Shri Pravin Pardeshi, Expert Member, BNHS
6. Dr. Abhay Pimparkar, Director, Environment & CC and Member Secretary,  
MCZMA



Member Secretary



Chairperson