

**Minutes of the 187th Meeting of Maharashtra Coastal Zone Management
Authority held on 26th August, 2025**

The 187th meeting 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 26th August, 2025. List of members present in the meeting is attached as Annexure-I.

Confirmation of Minutes of 185th & 186th meeting of MCZMA:

The Authority decided to confirm the Minutes of 185th meeting of MCZMA held on 31.07.2025 without any change. The Authority further decided to confirm the minutes of 186th meeting of MCZMA held on 01.08.2025 with the following changes:

- 1) In Item No. 29, dimensions/details mentioned in minutes has been corrected as follows:-

Sr No	Dimensions/details mentioned in MoM	Corrected MoM
1.	Yewai to Tarali Shaft 2-8071.08m	Tunnel from Yewai to Tarali Shaft 2-7155.8m
2.	Tarali Shall 2 to 2A-71.3m	Tunnel from Tarali shaft 2 to 2A-70.35m
3.	Tarali Shaft 2A to Kasheli-5978m	Tunnel from Tarali shaft 2A to Kasheli 6872.2m
4.	Total shaft and tunnel construction area- 7.7978 ha	Total shaft and tunnel construction area 7.7205 ha
5.	CRZ IA, CRZ IA (50m Mangrove buffer zone), CRZ IB CRZ II, CRZ III) as per CRZ Notification 2019	CRZ IA, CRZ IA (50m Mangrove Buffer zone), CRZ III, No Development area, outside CRZ area as per CRZ Notification 2019
6.	Muck quantity: 3,00,000 cub m dumping site at Bhadane village approx. 8 km from Yewai MBR site	Muck quantity: 3,85,027 cub m Dumping site at Plot bearing construction at car depot at Kasheli. tal. Kasheli, Dist Thane for Metro Line 5 corridor of Mumbai Metro Rail Project of MMRDA

- 2) In Item No. 30, subject mentioned in minutes has been corrected as follows:

"Amendment in CRZ for the proposed reconstruction of existing Cruise Terminal Building and Construction of Dock Boundary Wall from Green Gate to Mumbai International Cruise Terminal of Mumbai Port Authority at Ballard Pier Extension, Indira Dock, Mumbai by Mumbai Port Trust"



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Item No. 1: Proposed redevelopment on plot bearing C.T.S. No. 683 of Village Bandra, Taluka Andheri, H/West, Perry cross Road, Bandra (W), Mumbai - 400050 by Elite Housing LLP

Introduction:

The project proponent along with Consultant presented the proposal before the Authority. The proposal is for redevelopment on plot bearing C.T.S. No. 683 of Village Bandra, Taluka Andheri, H/West, Perry cross Road, Bandra (W), Mumbai.

Consultant presented that, there is one existing building comprising of Ground Floor + 1st to 6th Upper floors, standing on site, for which plans were approved on date 11.12.1979.

Proposal is for redevelopment on plot under reference under Reg. 33(11) of DCPR 2034. Proposed residential building comprise of Part Basement Floor + Ground Floor + 1st to 6th Upper Floor for Car Parking + 7th Amenity Floor + 8th to 19th Upper Floor for residential use, having height 69.70 mt. from general ground level up to terrace level.

The LOI has been received from the SRA vide No. HW/ PVT/ 033/ 20241112/ LOI dated 09.06.2025.

As per DP Remarks of 2034, the plot under reference is situated in Residential zone and not reserved for any public purpose.

Plot area is 731.60 Sqm, FSI area is 2960.49 sqm, Non FSI area is 5204.53 Sqm, Total Construction area is 8165.02 Sqm

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 in CRZ-II area as per approved CZMP vide CRZ Notification 2019.

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



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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 redevelopment of building 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. 18th 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 18th January, 2019.

Decision:

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

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



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Item No. 2: Proposed internal additions/alterations, Interior work and change of user from Residential to Memorial/ Display-hall (experience centre) at 4th to 6th floors of the existing building known as "Nariman Light House" and additional M.S. type staircase and lift (lift for visitor entry) on plot bearing C.S.No.309 of Colaba Division, Colaba, in 'A' Ward, Mumbai by Chabad of India Trust

Introduction:

The project proponent along with Consultant presented the proposal before the Authority. The proposal is for internal additions/alterations, Interior work and change of user from Residential to Memorial/ Display-hall (experience centre) at 4th to 6th floors of the existing building known as "Nariman Light House" and additional M.S. type staircase and lift (lift for visitor entry) on plot bearing C.S.No.309 of Colaba Division, Colaba, in 'A' Ward, Mumbai.

Consultant presented that, there is one existing building comprising of Ground Floor + 1st to 5th + 6th (pt) Upper floor structure, standing on site, as per the Occupation Certificate (OC) plans dated 11.07.2005.

Proposed Change from Residential to Memorial/Display Hall (experience center) at the 4th, 5th, and 6th (pt) floors. The Memorial/Display Hall (Experience Center) is designed for all visitors but will operate on an invitation only basis to ensure security, particularly for high profile individuals. This approach allows for controlled access and enhanced safety measures.

Accessibility Separate access will be provided via an additional lift and a rearranged M S open type (fire escape) emergency exit staircase, with an opening directly at the 6th(pt) floor leading to the terrace for easy accessibility for visitors The lift has been proposed free of FSI.

The FSI proposed to be consumed is in lieu of existing external M S staircase which will be demolished and by claiming the area of staircase, lifts, lifts lobby area free of FSI by charging premium, as per DCPR 2034 as existing on 18.01.2019

The proposal has received various concessions from Hon MC vide No CHE/WS/5698/K/W/337 (NEW) dated 08.12.2023

As per DP Remarks of 2034, the plot under reference is situated in Residential zone and not reserved for any public purpose.


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Plot area is 234.95 Sqm, Existing FSI area is 584.48 sqm, Proposed additional FSI is 0.00 sqm, Existing building Non FSI area is 530.74 Sqm, proposed additional Non FSI area is 6.86 sqm, Total Construction area is 1122.08 Sqm

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 in CRZ-II area as per approved CZMP vide CRZ Notification 2019.

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 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. 18th 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 18th January, 2019.

Decision:

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

1. The 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 subject to local town and country planning regulations as


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applicable from time to time and it is within the limit of permissible FSI as per Town and Country planning regulations existed as on 18th January, 2019 before issuing commencement certificate to the project.

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



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Item No. 3: Amendment in CRZ Clearance of proposed Redevelopment of the existing building known as Madhusudan House situated on plot Bearing C. S. No. 2L/738 of Malabar-Cumballa Hill Division at M.L. Dahanukar Road, D Ward, Mumbai by M/s. Godrej Properties Ltd

Introduction:

The project proponent along with Consultant presented the proposal before the Authority. The proposal is for amendment in CRZ Clearance of proposed Redevelopment of the existing building known as Madhusudan House situated on plot Bearing C. S. No. 2L/738 of Malabar-Cumballa Hill Division at M.L. Dahanukar Road, D Ward, Mumbai

Consultant presented that, earlier CRZ NOC was granted on 5th September 2023 for redevelopment on site under reference and demolition of existing building has been done.

Now, PP has amended the building plans and now proposed Lower Ground Floor + Ground Floor + 1st to 8th podium floors + 9th floor for Refuge Area & part parking & Society Office + 10th floor for Services + 11th Amenity floor + 12th Service floor for services + 13th to 28th Floor for residential floors + 29th Service Floor + 30th upper residential Floor for Pent House + Terrace floor.

As per D P Remarks of 2034, the plot under reference is situated in Residential zone and not reserved for any public purpose.

Plot area is 1791.82 Sqm, FSI area is 7250.45 sqm, Non FSI area is 12737.28 Sqm, Total Construction area is 19987.73 Sqm

Deliberations:

Consultant presented the comparative statement of the project:

Particulars	As per CRZ Clearance dtd. 05 th September 2023	Now Proposed	Remarks
Name:	Residential Building	Residential Building	No Change
Plot Area	1791.82 sq. m	1791.82 sq. m	No Change


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Building Configuration:	LG (for Services) + Ground + 1 to 8 Podiums + Service Floor Level + 9th Floor (Amenity Level) + Service Floor /Transfer Girder + 10 to 29 Floors + 30th Floor (Part Terrace)	Lower Ground Floor + Ground Floor + 1st to 8th podium floors + 9th floor for Refuge Area & part parking & Society Office + 10th floor for Services + 11th Amenity floor + 12th Service floor for services + 13th to 28th Floor for residential floors + 29th Service Floor + 30th upper residential Floor for Pent House + Terrace floor	Changes in Planning
Gross construction area:	16787.94 sq. m.	19987.73 sq.m.	Increase in Construction Area due to changes in planning
Height of the building	114.90 m	119.92 m.	Changes due to increase in floor to floor height
No. of Flats	17 Nos.	13 Nos.	No. of flats reduced due to changes in

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 and the proposed road setback falls in CRZ-II and


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outside CRZ area and the proposed construction falls completely in CRZ-II area as per approved CZMP (Map No: MH 72) map vide CRZ Notification 2019.

Description	CRZ - Classification	Area in Sq.m	Total Area in SqM
Project Site Boundary	CRZ - II	1788.29	1791.82
	Outside CRZ	3.53	
Proposed Road setback	CRZ - II	433.44	436.97
	Outside CRZ	3.53	
Proposed Construction	CRZ-II	1354.85	1354.85

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

The Authority observed that, Total BUA of the project is 19987.73 sqm which is just below the applicable limit of EIA Notification, 2006. PP need to submit undertaking on maximum plot potential of the plot area and construction status.

Accordingly PP vide letter dated 26.08.2025 submitted that, that Foundation work on the site located at Plot Bearing C. S. No. 2L/738 of Malabar-Cumballa Hill Division at M.L. Dahanukar Road, D Ward, Mumbai. Known as 'Madhusudan House is currently in progress. PP further undertake that the total built-up construction area of the project shall not exceed 20,000 sq m. at any stage of development.

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 redevelopment of building 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. 18th 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 18th January, 2019.



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Decision:

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

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



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Item No. 4: Proposed redevelopment on plot bearing C.S.No.1/190 of Malbar & Cumballa Hill division, situated at Dongarsi Road, Mumbai - 400 006 by Runwal Developers Private Limited

Introduction:

The project proponent along with Consultant presented the proposal before the Authority. The proposal is for redevelopment on plot bearing C.S.No.1/190 of Malbar & Cumballa Hill division, situated at Dongarsi Road, Mumbai.

Consultant presented that, there is one existing building comprising of Ground Floor + 1st to 3rd Upper floors, standing on site. The building has first date of assessment prior to 1995-1996 and is also reflected on the CS plan, which proves the authenticity of the structure.

Proposal is for redevelopment on plot under reference under DCPR 2034. Proposed residential building comprise of Three Level Basement for services & parking spaces + Ground Floor + 1st to 9th parking floors + 1st & 2nd amenity floor for fitness center + 1st habitable to 23 rd upper habitable residential use floors having total height of the building 119.90 mt from general ground level upto terrace level.

The proposal has received concessions from Hon MC vide No P-22368/2024/(1/190)/D Ward/ MALABAR HILL/ 337/1 /New dated 08.07.2025.

As per DP Remarks of 2034, the plot under reference is situated in Residential zone and not reserved for any public purpose.

Plot area is 1042.65 Sqm, FSI area is 5020.09 sqm, Non FSI area is 8334.29 Sqm, Total Construction area is 13354.38 Sqm

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 in CRZ-II area as per approved CZMP vide CRZ Notification 2019.



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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 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 redevelopment of building 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. 18th 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 18th January, 2019.

Decision:

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

1. The concerned Planning Authority shall ensure that the proposed redevelopment should be carried out strictly as per the provisions of CRZ Notification, 2019 (as amended from time to time) and guidelines/ clarifications given by MoEF&CC from time to time.
2. The concerned Planning Authority should strictly ensure that proposed redevelopment 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 18th January, 2019 before issuing commencement certificate to the project.
3. Debris generated during the project activity should not be dumped in CRZ area. It should be processed scientifically at a designated place, as per MSW Rules, 2016.
4. Solid waste generated should be properly collected and segregated. Dry/ inert solid waste should be disposed of to the approved site for land filling after recovering recyclable materials.
5. Safe disposal of the wastewater should be ensured.

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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. 5: Amendment of the CRZ Clearance for proposed redevelopment on plot bearing CTS no. 1058 of village Versova, Tal. Andheri in K/W ward at JP road, Andheri (W), Mumbai by M/s. Richfeel Real Estate Pvt. Ltd

Introduction:

The project proponent along with Consultant presented the proposal before the Authority. The proposal is for Amendment of the CRZ Clearance for proposed redevelopment on plot bearing CTS no. 1058 of village Versova, Tal. Andheri in K/W ward at JP road, Andheri (W), Mumbai

Consultant presented that, earlier CRZ NOC was granted on 01.09.2023 for redevelopment on site under reference. In the present case, existing building is demolished on site and work of basement is in progress as per CC.

Now, PP has amended the building plans and now proposed 4 Level Basement + Ground Floor + 1A (Fitness center/Amenity) + 2 (Service Floor) + 3rd to 12th upper residential floor + 14th to 29th Upper Residential floor/Part Terrace

Consultant further presented that revised plan has received approval vide Letter No KW/ PVT/ 0181 20230215 dated 06.01.2025

As per D P Remarks of 2034, the plot under reference is situated in Residential zone and not reserved for any public purpose.

Plot area is 1243.10 Sqm, FSI area is 6712.74 sqm, Non FSI area is 7909.03 Sqm, Total Construction area is 14621.77 Sqm

Deliberations:

Consultant presented the comparative statement of the project:

Particulars	As per CRZ Clearance dtd. 01.09.2023	Now Proposed	Remarks
Plot Area	1243.10 sq. m.	1243.10 sq. m.	No Change


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Building Configuration:	3 level basement + Ground floor + 1 st to 2 nd Service Floor + 3 rd to 26 th + 27 th (pt) upper floors accommodating PTC and sale tenements	+4 Level Basement + Ground Floor + 1A (Fitness center/Amenity) + 2 (Service Floor) + 3 rd to 12 th upper residential floor + 14 th to 29 th Upper Residential floor/Part Terrace	Changes in Planning
Gross construction area:	4930.52 sqm	14621.77 Sqm	Increase in Construction Area due to changes in planning

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 in CRZ-II area.

The Authority observed that the site under reference is situated on seaward side of existing road, as per CRZ map. The Authority asked PP to submit layout plan showing new proposed building with old existing authorised building plinth. The Authority further asked PP to submit NoC obtained for disposal of demolition & construction waste.

Accordingly, Consultant vide email dated 28.08.2025 submitted the layout plan showing new proposed building with old existing authorised building plinth. BMC vide letter dated 02.07.2025 issued approval for disposal of demolition & construction waste at mouje Belwade Khurd Tal Pen, Dist Raigad. District Collector office vide letter dated 25.08.2025 issued permission for excavation.

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.."*

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The Authority noted that proposed redevelopment of building 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. 18th 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 18th January, 2019.

Decision:

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

1. The concerned Planning Authority shall ensure that the proposed redevelopment should be carried out strictly as per the provisions of CRZ Notification, 2019 (as amended from time to time) and guidelines/clarifications given by MoEF&CC from time to time.
2. The concerned Planning Authority should strictly ensure that proposed redevelopment 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 18th January, 2019 before issuing commencement certificate to the project.
3. The concerned Planning Authority to ensure that there shall not be any reconstruction 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, as per MSW Rules, 2016.
5. Solid waste generated should be properly collected and segregated. Dry/inert solid waste should be disposed of to the approved site for land filling after recovering recyclable materials.
6. Safe disposal of the wastewater should be ensured.
7. All other required permission from different statutory authorities should be obtained before starting construction at the site shall be ensured by Urban Local Body.



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Item No. 6: Proposed expansion in Construction of Versova-Bandra Sea Link, Mumbai by Maharashtra State Road development Corporation (MSRDC)

INTRODUCTION:

The MSRDC officials along with consultant presented the proposal before the Authority. The MSRDC has proposed the expansion in Construction of Versova-Bandra Sea Link, Mumbai by Maharashtra State Road development Corporation (MSRDC)

Consultant and MSRDC officials presented the earlier CRZ and Environment Clearance obtained for the project of Versova-Bandra Sea Link (VBSL).

Initially, as per provisions of CRZ Notification, 2011, the Ministry of Environment and Forest, New Delhi vide letter No. F. No. 11-84/2011-IA-III dated 9th January, 2013 granted the CRZ clearance to the project of VBSL.

Subsequently, the MSRDC has obtained the Hon'ble High Court permission on 8th February, 2019 for mangrove cutting. Subsequently, the MoEF&CC, New Delhi vide letter dated 28th January, 2020 granted the amendment to the above said CRZ clearance dated 9th January, 2013.

Further, the MoEF&CC, New Delhi vide letter dated 7th February, 2019 extended the validity of the original CRZ clearance dated 9th January, 2013, till 7th January, 2023.

In the Meantime, in the year 2015, in the matter of Appeal No. 11/2013 (Dileep Nevatia V/s Union of India), the Hon'ble National Green Tribunal, New Delhi passed an order dated 19th February, 2015 holding that, the project of VBSL would need the Environment Clearance (EC) under EIA Notification, 2006; in view of the Judgement passed in Original Application No. 137 of 2014 in the matter of Vikrant Kumar Tongal V/s Delhi Tourism and Transportation Corporation & Ors. Pursuant to said Judgment / order of Hon'ble NGT, the MSRDC applied to State Authorities for grant of Environment Clearance (EC). Accordingly, considering the said order of Hon'ble NGT, the State Environment Impact Assessment Authority (SEIAA) vide letter dated 2nd February, 2017 granted the Environment Clearance (EC) under Category B of the EIA Notification, 2006.



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The MSRDC further informed that, the project is ongoing and earlier CRZ clearance dated 9th January, 2013 (valid till 7th January, 2023) was expired. Hence, MSRDC applied for fresh CRZ clearance under CRZ Notification, 2019. The MoEF&CC, New Delhi vide letter dated 16th August 2023 granted the CRZ clearance to the project under CRZ Notification, 2019.

Thereafter, the MSRDC has submitted proposal for amendment in CRZ clearance under CRZ Notification, 2019 for the VBSL project. The said project was deliberated in the 180th meeting of the MCZMA held on 10th December, 2024. The MCZMA vide letter dated 3rd January 2025 recommended the proposal for amendment in CRZ clearance to MoEF&CC, New Delhi. Subsequently, the said proposal was considered in 394th & 405th meeting of Expert Appraisal Committee AC (Only CRZ) at New Delhi on 3rd March 2025 and 16th June 2025 respectively.

Excerpts of the minutes of 405th meeting of EAC are as follows:

"The proposal had already been examined during the 394th meeting of the EAC held on 03/03/2025. After discussions, the Committee observed that the proposed modifications to the project, which was granted CRZ Clearance via letter dated 18/08/2023, involve an extension of the connector length and the construction of bridges in addition to the components originally proposed. Therefore, the Committee opined that the current proposal should be considered an expansion rather than an amendment. Additionally, the Committee noted that the project had also been granted Environmental Clearance (EC) by SEIAA via letter dated 02/02/2017, in compliance with a Hon'ble NGT, under Item 8(b) (Township and Area Development Project) of the schedule to the EIA Notification, 2006 (as amended). In this context, the Committee suggested that the present proposal must be considered an expansion for the purpose of granting a combined EC (Category-B) + CRZ Clearance. Accordingly, the Committee deferred the proposal and directed the proponent to submit clarification/information on the Clearance given by SEIAA in compliance of Hon'ble NGT etc. In light of above EAC suggestion, the PP vide letter dated 13/06/2023 has informed that a separate application has already been submitted to SCZMA for recommendation and SEIAA for combined EC+CRZ Clearance as per the provisions of CRZ Notification 2019 and Ministry's OM dated 29/11/2022. Considering the above submission of PP, the Committee recommended to return the proposal in its present form.


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Thus, the EAC, New Delhi observed that the proposal need to be treated as expansion and it requires combined EC (Category B) + CRZ clearance, in view of the Office Memorandum dated 29/11/2022. Accordingly, the proposal is returned by the EAC & MoEF&CC, New Delhi.

Taking into consideration the EAC & MoEF&CC, New Delhi recommendation, the MSRDC has submitted the proposal as an expansion proposal for combined EC and CRZ clearance (EC under category 8(b) as per Hon'ble NGT order).

MSRDC officials and consultant presented that, in view of EAC & MoEF&CC New Delhi decision & OM dated 29.11.2022 of MoEF&CC, the expansion project would require CRZ recommendation from the MCZMA and Subsequent, final CRZ & EC from the SEIAA, under CRZ Notification, 2019 & EIA Notification, 2006. Accordingly, the MSRDC is requesting MCZMA to consider the expansion proposal for grant of CRZ recommendation under CRZ Notification, 2019.

Deliberation:

During the meeting, the consultant and the MSRDC presented that the expansion of the project of VBSL is due to following reasons:

1. The Sub Committee of the MoEF&CC New Delhi visited the site and suggested that the Grade separator should be provided at all junctions in order to facilitate the decongestion of traffic.
2. Demand from the Local fishermen for realignment of Juhu Connector
3. To establish the connection of Juhu and Versova connector to Western Express highway for better traffic dispersal

Accordingly, the MSRDC proposes following expansion activities:

1. Bifurcation and Extension of Versova Connector with 1 cable-stayed bridge for better traffic disbursal (to minimize impacts on mangroves and reduce traffic congestion at earlier proposed connector end)
2. Relocating (100m) two navigational spans (120m) on main alignment and adding two new navigational spans of 120m each on Juhu connector.
3. Extension of Juhu Connector towards Western Express Highway for better traffic disbursal


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Accordingly, the Government of Maharashtra vide its Government Resolution dated 25th July, 2024 approved the proposed expansion/ changes.

Consultant further presented the comparison of Original and Expansion Proposal as follow:

Sr. No.	Components	Original Proposal as per CRZ Clearance dated 16 th Aug 2023	Proposed Amendment	Proposal after Amendment
1.	Main alignment (Bandra to Versova)			
	Length	9.80 km (4+4 Lane)	No Change	9.80 Km (4+4 lane)
	1 Cable Stayed Bridge	150m navigation span	No Change	1 - Cable Stayed Bridge - 150 m Navigational span
	3 Balance-Cantilever Spans		Shifting of Balance Cantilever Span and increase of 3 nos. of span length from 100m to 110m as per local fishermen demand. Shifting of two Balance Cantilever Spans and increase of span length from 100m to 120m as per local fishermen demand	The proposal will have shifting of 3 nos. of navigational spans as demanded by local fishermen.
	Toll Plaza	12+12 lanes	12 + 4 lanes	Toll plaza (12+4 lanes due to Free flow entry)
2.	Bandra Connector			
	Length	2.25 km (2+2 Lane)	No Change	2.25 km (2+2 Lane)

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3.	Carter Road Connector			
	Length	2.57 km (3+3 Lane)	No Change	2.57 km (3+3 Lane)
	Toll Plaza	9+9 Lanes	9+3 Lanes	Toll Plaza (9+3 Lanes due to Free flow entry)
4.	Juhu Connector			
	Length	3.54 km (2+2 Lane)	3.19 km (revised connector length due to realignment) + 1.26km extension), (2+2 lanes). Two nos. additional navigational spans and (120m) proposed as extension demanded by local fishermen.	Total length 4.45 km (2+2 lanes) (due to realignment, navigational span and extension)
			Extension of Juhu Connector towards western express highway for better traffic disbursement.	
			1-Cable stayed bridge proposed, to avoid pier in existing nallah which will affect flow of water.	
	a) Toll Plaza	6+6 Lanes	6+3 Lanes	Toll Plaza (6+3 Lanes due to Free flow entry)

5.	Versova Connector			
	Length	2.72 km (3+3 Lane)	2.98 km (3+3 lanes) + 1.31Km (2+2 lanes)	Total length 4.29 km (3+3 lanes);


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	Cable-stayed bridge		1 cable-stayed bridge in Extension of Versova Connector towards western express highway to minimize impacts on mangroves and for better traffic disbursement	extended portion (2+2 lanes) and 1 cable-stayed bridge
	a) Toll Plaza	9+9 Lanes	9+3 Lanes	Toll Plaza (9+3 Lanes due to Free flow entry)
6.	Project Cost			
	Total project Cost in INR	11,332.82 Cr	6,788.14 Cr	18,120.96 Cr
	Construction Cost in INR	6993.99 Cr	3901.15	10,895.14 Cr

The Authority noted that the MSRDC has submitted the CRZ map in 1:4000 scale as per approved CZMP, 2019 & report (Oct 2024) prepared by IRS, Chennai (MoEF authorized agency). As per CRZ report, area statement of the proposed road in various CRZ:-

Description	CRZ - Classification	Area in Sq.m	Total Area in Sq.m
Main Alignment	CRZ - IVA	637843.08	637843.08
Main Alignment - Temporary Platform	CRZ - IVA	9931.17	9931.17
Bandra Connector	CRZ - IB	1245.86	140019.32
	CRZ - II	4081.69	
	CRZ - III (NDZ - within CRZ-II - Greater Mumbai)	4017.46	
	CRZ - IVA	125755.29	


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	Outside CRZ	4919.02	
Bandra Connector - Temporary Platform	CRZ - IB	607.67	7025.72
	CRZ - II	101.76	
	CRZ - III (NDZ - within CRZ-II - Greater Mumbai)	18.39	
	CRZ - IVA	6297.90	
Carter Road Connector	CRZ - IA	902.18	169227.47
	CRZ - IA (50m Mangroves Buffer Zone)	3945.19	
	CRZ - IB	41316.84	
	CRZ - IVA	123063.26	
Carter Road Connector Temporary Platform	CRZ - IA (50m Mangroves Buffer Zone)	412.48	3765.70
	CRZ - IB	2226.30	
	CRZ - IVA	1126.92	
Versova Connector	CRZ - IA	15770.57	195721.44
	CRZ - IA (50m Mangroves Buffer Zone)	4084.98	
	CRZ - IB	12728.66	
	CRZ - IVA	163137.23	
Versova Connector - Temporary Platform	CRZ - IVA	6411.34	6411.34
Versova Connector - Extension	CRZ - IA	4042.40	35805.58
	CRZ - IA (50m Mangroves Buffer Zone)	11848.54	
	CRZ - II	430.33	
	Outside CRZ	19484.31	
Juhu Connector	CRZ - IVA	59146.31	59146.31
Juhu Connector - Realignment & Extension	CRZ - IA (50m Mangroves Buffer Zone)	7970.40	187776.00
	CRZ - IB	39634.60	
	CRZ - II	20775.88	
	CRZ - III (NDZ - within CRZ-II - Greater Mumbai)	3841.81	


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	CRZ - IVA	83711.62	
	Outside CRZ	31841.69	

The Authority noted the CRZ status of the alignment:-

CRZ IA (50m Mangroves Buffer Zone)	CRZ IA (Mangroves)	CRZ IB	CRZ II	NDZ within CRZ II greater Mumbai	CRZ IVA	Outside CRZ
28261.59	20715.15	97759.93	25389.66	7877.66	1216424.12	56,245.02

The MSRDC has submitted the EIA/ EMP report prepared by Aaditya Environmental Services Pvt Ltd (Nabet Accredited consultant). The Authority noted the observations of the EIA report along with its mitigation measures and environment management plan. As per EIA report, the project proponent and appointed contractor undertakes to take efforts to save the environment and ecology of the surrounding area. Benefits of the project include generation of employment opportunities, development of infrastructural facilities, improvement in quality of life etc. which is essential for sustainable development. The proposed and recommended mitigation measures for the project are sufficient. If implemented, all negative impacts, during and post construction can be properly mitigated and no comprehensive, broad, diverse or irreversible adverse impacts will be generated. In view of this, it may be concluded that the project of VBSL presents no major environmental and ecological concerns.

Expert Members asked about the impact of the project on mangroves. Consultant presented that, Forest area involved at Versova connector is 0.7355 Ha. The survey from mangrove cell has been conducted and issued a letter dated 3rd May 2024. Out of 0.7355 Ha. active mangrove area involved is 0.3250 Ha. Number of mangroves affected are 142 which includes *Avicennia marina*, *Rhizophora* sp. along with 72 mangroves associate viz. *Salvadora persica* (Miswak).

The realignment at Juhu Connector involves forest area (non-mangrove) of 0.6409 Ha. The application for Forest Clearance submitted on PARIVESH portal vide proposal no FP/MH/Road/539182/2025 dtd. 27th May 2025.


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The Expert Members prescribed that the MSRDC shall implement all adequate measures in order to mitigate the impact of proposed project on coastal environment. During construction phase, necessary training and environment awareness programme should be carried out for the contractors and labours. MSRDC should strictly ensure that Noise and vibration level should be kept within prescribed limits. All mitigation measures & Environment Management Plan as suggested in the EIA report should be followed in letter and spirit. Conditions / observations of the various permissions obtained from different statutory authorities including Hon'ble High Court order shall be followed in letter and spirit.

The PP need to implement Compensatory mangrove plantation with the help of Mangrove Cell. Prior High Court permission should be obtained by the PP as per order dated 17th Sep, 2018 in PIL 87/2006, since the proposed expansion is affected by mangrove & its 50 m buffer zone areas. MSRDC officials informed that there is earlier High Court permission on dtd. 08.02.2019 for cutting of mangroves. Now, for expansion also, the MSRDC would take necessary prior High Court approval.

The Authority noted the project is in the Western suburbs of Mumbai and is designed to improve connectivity along a major North-South commuting corridor. The VBSL is expected to relieve traffic along major arterial roads such as SV road and the Western Express Highway, leading to saving time and fuel.

The Authority noted that as per para 5.1.1(CRZ-IA) of CRZ Notification, 2019:

"These areas are ecologically most sensitive and generally no activities shall be permitted to be carried out in the CRZ-I A area, with following exceptions:-

(ii) In the mangrove buffer, only such activities shall be permitted like laying of pipelines, transmission lines, conveyance systems or mechanisms and construction of road on stilts, etc. that are required for public utilities."

(iii) Construction of roads and roads on stilts, by way of reclamation in CRZ-I areas, shall be permitted only in exceptional cases for defence, strategic purposes and public utilities, subject to a detailed marine or terrestrial or both environment impact assessment, to be recommended by the Coastal Zone Management Authority and approved by the Ministry of Environment, Forest and Climate Change; and in case construction of


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such roads passes through mangrove areas or is likely to damage the mangroves, a minimum three times the mangrove area affected or destroyed or cut during the construction process shall be taken up for compensatory plantation of mangroves."

The Authority noted that as per para 5.1.2 (CRZ-IB) of CRZ Notification, 2019:

"Activities shall be regulated or permissible in the CRZ-I B areas as under:-

(i) Land reclamation, bunding, etc. shall be permitted only for activities such as,-

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

(c) road on stilts, provided that such roads shall not be authorized for permitting development on the landward side of such roads, till the existing High Tide Line: Provided that the use of reclaimed land may be permitted only for public utilities such as mass rapid or multimodal transit system, construction and installation of all necessary associated public utilities and infrastructure to operate such transit or transport system including those for electrical or electronic signaling system, transit stopover of permitted designs; except for any industrial operation, repair or maintenance;"

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

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

The Authority noted that as per para 5.4 (CRZ-IV) of CRZ Notification, 2019:

"Activities shall be permitted and regulated in the CRZ IV areas as under:-

(ii) Land reclamation, bunding, etc to be permitted only for activities such as.- (a) foreshore facilities like ports, harbours, Jetties, wharves, quays, slipway, bridges, sea links and hover ports for coast guard ,etc;"

The Authority noted that as per para 8(ii) of amendment dated 24th November, 2022 to original CRZ Notification, 2019:

"(a) 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


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Impact Assessment Authority for Category "A" and Category "B" projects respectively, to enable a composite clearance under the Environment Impact Assessment Notification, 2006"

Further, as per the Office Memorandum dated 29th November, 2022 issued by the MoEF&CC, New Delhi, "any project located in CRZ area that requires EC under Category 'B', except construction activities related to project of Department of Atomic Energy or National Defence or Strategic or Security importance" requires the combined EC & CRZ clearance from the SEIAA after the recommendation of the CZMA.

The Authority noted that, taking into consideration, the abovementioned Hon'ble NGT order, recommendation of the MoEF&CC & EAC, New Delhi and amendment dated 24th November, 2022 & Subsequent OM dated 28.11.2022 issued by the MoEF&CC, New Delhi, the current expansion proposal of VBSL need to be recommended to SEIAA for final CRZ & EC clearance.

DECISION:

In the light of above, the Authority after deliberation decided to recommend the proposal to SEIAA under CRZ Notification, 2019 subject to following conditions:

1. The proposed activity should be carried out strictly as per the provisions of CRZ Notification, 2019 (as amended from time to time) and guidelines/clarifications given by MoEF from time to time.
2. At mangroves location, Culverts/pipes should be provided & maintained for the free movement of water to the mangrove present on both side of the proposed sea link.
3. Prior High Court permission should be obtained by the PP as per order dated 17th Sep, 2018 in PIL 87/2006, since the proposed expansion is affected by mangrove & its 50 m buffer zone areas.
4. PP to implement Compensatory mangrove plantation with the help of Mangrove Cell
5. PP to strictly ensure that during construction phase, all possible measures should be implemented to lessen the footprint of the bridge on the mangrove area.
6. PP to comply the prior Forest Clearance under Forest (Conservation) Act, 1980.


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7. PP to ensure that activities of local fishermen/ fishing should not be hampered due to proposed activities. NoC from the office of Commissioner, Fisheries should be obtained by the PP.
8. PP to ensure that ambient air quality specifically concentration of particulate matter i.e PM₁₀ & PM_{2.5} should be maintained during construction Phase.
9. PP to ensure Noise level should be maintained as per Ambient Noise Quality standards.
10. PP to ensure that Muck Disposal Plan should be implemented and dewatered muck along with construction waste is being disposed in Non CRZ area, as proposed.
11. PP to ensure that free flow of the creek water is not obstructed.
12. PP to ensure that both Malad & Bandra casting yards of this project are located outside CRZ area as per approved CZMP 2019.
13. 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.
14. During the construction phase, all possible efforts/ measures should be taken to maintain the coastal ecology and biodiversity.
15. PP 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.
16. No labour camp are allowed in CRZ area & it should also be ensured that the waste water from these entities should not be released into sea. Mobile toilets with mobile STPs to be provided in work front area.
17. 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. 7: Proposed redevelopment on Plot Bearing C.S. No. 88 of Colaba Division situated at Nathalal Parekh Marg (Wode House Road), 'A' Ward, Mumbai by Mr. Yusuf Iqbal Yusuf

Introduction:

The project proponent along with Consultant presented the proposal before the Authority. The proposal is for redevelopment on Plot Bearing C.S. No. 88 of Colaba Division situated at Nathalal Parekh Marg (Wode House Road), 'A' Ward, Mumbai.

Consultant presented that, there is one existing building comprising of Ground Floor 1st to 3rd Upper floors, standing on site. The building has first date of assessment prior to 1961-62 and is also reflected on the CS plan, which proves the authenticity of the structure.

Proposal is for redevelopment on plot under reference under DCPR 2034. Proposed residential building comprise of One basement + Ground floor + 1st to 8th upper residential floors with total height of the building 31.95 Mtrs from general ground level up to terrace level.

The proposal has received concessions from Hon. MC vide No P-22242/2024/(88)/A Ward/ COLABA/ 337/1 /New dated 13.02.2025.

As per DP Remarks of 2034, the plot under reference is situated in Residential zone and not reserved for any public purpose.

Plot area is 440.64 Sqm, FSI area is 1703.61 sqm, Non FSI area is 1032.09Sqm, Total Construction area is 2735.70 Sqm

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 in CRZ-II area as per approved CZMP vide CRZ Notification 2019.

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


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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 redevelopment of building 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. 18th 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 18th January, 2019.

Decision:

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

1. The concerned Planning Authority shall ensure that the proposed redevelopment should be carried out strictly as per the provisions of CRZ Notification, 2019 (as amended from time to time) and guidelines/ clarifications given by MoEF&CC from time to time.
2. The concerned Planning Authority should strictly ensure that proposed redevelopment 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 18th January, 2019 before issuing commencement certificate to the project.
3. Debris generated during the project activity should not be dumped in CRZ area. It should be processed scientifically at a designated place, as per MSW Rules, 2016.
4. Solid waste generated should be properly collected and segregated. Dry/ inert solid waste should be disposed of to the approved site for land filling after recovering recyclable materials.
5. Safe disposal of the wastewater should be ensured.
6. All other required permission from different statutory authorities 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 Building at CTS No. 611B on Junction of St. John's Road of Bandra C village situated in H West Ward, Mumbai by M/s. Rizvi Builders

Introduction:

The project proponent along with Consultant presented the proposal before the Authority. The proposal is for development of Residential Building at CTS No. 611B on Junction of St. John's Road of Bandra C village situated in H West Ward, Mumbai.

Consultant presented that, the existing Ground floor structure on site will be demolished.

Proposal is for redevelopment on plot under reference under DCPR 2034. Proposed residential building comprise of Ground Floor for Parking + 1st to 9th Upper Residential Floor + Terrace with a total height of 31.90 sq.m.

Plot area is 442.30 Sqm, FSI area is 1259.16 sqm, Non FSI area is 462.93 Sqm, Total Construction area is 1722.09 Sqm

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 in CRZ-II area.

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

Consultant presented that the plot under reference is situated in Residential zone and not reserved for any public purpose. However, the Authority observed that, PP has submitted application form which stated that reservation as per DP remarks is ROS 1.4 (Play Ground). The Authority asked about clarification on the same. Consultant submitted that, ROS 1.4 (Play Ground) has been wrongly mentioned by them and revised form will be submitted.

The Authority further observed that present proposal is for redevelopment of existing structure. However, authorization details of existing structure and year of construction of existing structure has not been submitted.


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Decision:

The Authority decided to defer the proposal for want of above information.



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Item No. 9: Providing, Laying & Commissioning of Water Supply Line and Raw Sewage Rising Main for PMAY Mass Housing Project at sector-39, Talaja Village, Navi Mumbai, Maharashtra by City and Industrial Development Corporation of Maharashtra Limited (CIDCO)

Introduction:

The officials from the CIDCO and consultant presented the proposal before the Authority. Proposal is for Providing, Laying & Commissioning of Water Supply Line and Raw Sewage Rising Main for PMAY Mass Housing Project at sector-39, Talaja Village, Navi Mumbai.

Consultant presented that, the project is about Providing, Laying & Commissioning of Water Supply Pipeline of Talaja Village, Navi-Mumbai and ends at Sector-39, Talaja Village, Navi-Mumbai and Raw Sewage Rising Main Pipeline of length 1204.08 m having diameter of 300 mm starting from Temporary SPH at Sector-33, Talaja Village, Navi-Mumbai and ends at Proposed SPH at Sector-39 traversing through CRZ-IB, CRZ-II and Diva-Panvel Railway Line.

These both pipelines are being proposed to address the water requirement and sanitation requirement of PMAY Mass Housing Project by CIDCO at Sector-39, Talaja Village, Navi Mumbai. The PMAY Mass Housing project received Environmental Clearance from SEIAA, Maharashtra on 27/10/2020. Based on the Environmental Clearance granted the water requirement for the project is 10,274 KLD and sewage generated by the project is 8,116 KLD. Hence, to provide water supply pipeline to PMAY Mass housing project and to send the 8,116 KLD of sewage water to Nodal STP of CIDCO for treatment our pipeline project is proposed. Hence, this pipeline project satisfies the needs of PMAY Mass housing project having population of 10,572 people of EWS our pipeline is required. The Water Supply Pipeline starts from Proposed MBR at Sector-37, Talaja Village, Navi Mumbai and ends at Sector-39, Talaja Village, Navi-Mumbai. The Raw Sewage Rising Main Pipeline starts from Temporary SPH at Sector-33, Talaja Village, Navi-Mumbai and ends at Proposed SPH at Sector-39

The project is located on Survey No. 105, 106, 107, 108, 110, 123, 125, 138, 142 of Village Pendhar, Taluka Panvel, District Raigad, State Maharashtra.



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Consultant further presented that, The project shall be implemented by CIDCO, The Water Supply Pipeline and Raw Sewage Rising Main Pipeline will be underground pipeline approx. at a depth of 1 m below ground level. When the pipeline is traversing through the CRZ-IB area a proposed pipeline supporting arrangement (pedestal bridge for pipeline) of length 60 m at a height of 8 m from Nallah Bed Level to the bottom of the pipelines will be constructed with c/c distance b/w two pipeline as 1400 mm and when traversing through the Diva-Panvel railway line area micro tunnelling method shall be adopted for laying the pipelines at a depth of 11 m from ground level.

Deliberations:

The Authority noted that, the PP has submitted the CRZ map in 1:4000 scale superimposing the project alignment, as prepared by the IRS, Chennai, considering approved CZMP, 2019.

As per the said IRS report, the proposed water supply line and raw sewage rising main partly fall in CRZ IB and CRZ II and remaining lengths outside CRZ and the proposed micro tunnel work, proposed MBR at sector 37, proposed SPH at sector 39 and temporary SPH at sector 33 fall outside CRZ as per CRZ Notification 2019.

The CRZ statement of the project site for providing, laying & Commissioning of Water Supply Line and Raw Sewage Rising Main for PMAY Mass Housing Project at Sector-39, Taloja, Navi Mumbai, Maharashtra by superimposing on Approved CZMP (Map No. MH 77) as per CRZ Notification 2019 is shown in Table.

Description	CRZ Classification	Length in Meters	Total Length in Meters
Proposed Sewage Rising Main	CRZ - IB	65.55	1204.08
	CRZ - II	345.63	
	Outside CRZ	792.9	
Proposed Water Supply Line	CRZ - IB	67.89	673.29
	CRZ - II	102.57	
	Outside CRZ	502.83	
Proposed Micro Tunnel Work	Outside CRZ	248.17	248.17
Proposed MBR at Sector 37	Outside CRZ	-	-
Proposed SPH at	Outside CRZ	-	-


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Sector 39			
Temporary SPH at Sector 33	Outside CRZ	-	-

The Authority noted that the PP has submitted the EIA report prepared by the Open Arch Design & Enviro Solutions LLP (Nabet Accredited). The Environmental Impact Assessment (EIA) Report concludes that the proposed project for the construction of a water supply line and raw sewage rising main is feasible and beneficial for the local community. The assessment has identified potential environmental impacts, but with the implementation of recommended mitigation measures, adverse effects can be effectively managed.

The benefits of the project during the construction phase, including enhanced physical and social infrastructure, job creation, and improved water management, outweigh the temporary inconveniences associated with construction activities. The implementation of a robust Environmental Management Plan (EMP) will further mitigate any negative impacts, ensuring that the long-term advantages of the project are realized while maintaining environmental integrity.

Expert member asked about presence of mangrove at site. Consultant presented that no mangrove vegetation in the vicinity of the project site. Proposed Pipelines is falls in CRZ-IB, CRZ-II and non CRZ area.

Expert members discussed about water pipeline and sewer pipeline proposed parallel and asked about mitigation to prevent contamination in water pipeline. Officials of CIDCO submitted that Sewer and water lines will be laid parallel with maintaining vertical distance to prevent contamination. The water line will be installed at a higher elevation than the sewer line.

Expert members asked the CIDCO to have proper restoration plan of the site after the completion of the proposed work. CIDCO officials assured for the same.

The Authority noted that the proposed water & sewer pipelines project is for the benefit of resident of the Taloja village area. However, CIDCO need to implement all necessary measures during construction phase to minimize the impact on surrounding area. As suggested by the Expert Members, methodology of laying the pipelines to minimize the impact on the CRZ area during the



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construction phase. All the mitigation measure suggested in the EIA report should be strictly implemented by the CIDCO.

As per para 5.1.2 (CRZ-IB) of the CRZ Notification, 2019:

"Activities shall be regulated or permissible in the CRZ-I B areas as under:-

(ii) Activities related to waterfront or directly needing foreshore facilities such as ports and harbours, jetties, quays, wharves, erosion control measures, breakwaters, pipelines, lighthouses, navigational safety facilities, coastal police stations, Indian coast guard stations and the like."

As per para 5.1.2 (CRZ-II) of the CRZ Notification, 2019:

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

It was further noted, as per para 7(iii) of the CRZ Notification, 2019 & OM dated 29th 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"

The Authority noted that proposed pipeline in CRZ-IB & CRZ II area is permissible activity as per CRZ Notification, 2019 subject to CRZ clearance by MoEF&CC, New Delhi.

Decision:

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

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

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2. Natural course of creek/river water should not be hampered due to proposed activities.
3. During construction phase, the project implementing agency should proactively implement all possible appropriate environmental measures to achieve minimum disturbance to coastal ecosystem.
4. The construction debris and dredged material should not be disposed off in the creek water to avoid any adverse impact on marine water quality.
5. PP to ensure that Sewer and water lines will be laid parallel with maintaining vertical distance to prevent contamination. The water line will be installed at a higher elevation than the sewer line.
6. 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.
7. PP to implement recommendations of the EIA / EMP report for mitigation of environment impacts
8. The Project proponent should effectively implement the mitigation measure and Environment Management Plan during construction and operation phase of the project.
9. All other required permission from different statutory authorities should be obtained before starting construction at the site shall be ensured by Local Body.



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Item No. 10: Proposed redevelopment on plot bearing C.T.S. No. 890 & 890/1 of Juhu village in K/West ward, Mumbai by Sea Face Builders Private Limited

Introduction:

The project proponent along with Consultant presented the proposal before the Authority. The proposal is for redevelopment on plot bearing C.T.S. No. 890 & 890/1 of Juhu village in K/West ward, Mumbai.

Consultant presented that, there was one existing, but now demolished building comprising of Ground Floor + 1st to 6th + 7th (pt) Upper floors. The building has approved plans under no CE/ 7499 /BSII/AK dated 09.02.1980 and CC dated 10.10.1980 which proves the authenticity of the structure

Proposal is for redevelopment on plot under reference under DCPR 2034. Proposed residential building comprise of Five Level Basement + Ground Floor + 1st to 13th upper residential floors having total height of the building 47.20 mt from general ground level upto terrace level.

As per DP Remarks of 2034, the plot under reference is situated in Residential zone and not reserved for any public purpose.

Plot area is 684.10 Sqm, FSI area is 3693.60 sqm, Non FSI area is 1006.30 sqm, Total Construction area is 4699.90 Sqm

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 in CRZ-II area as per approved CZMP vide CRZ Notification 2019.

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

Expert Members asked about details of trees present and cutting involved in the project. Consultant presented that there are 4 nos. of trees on the site which are retained.



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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 redevelopment of building 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. 18th 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 18th January, 2019.

Decision:

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

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



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Item No. 11: Proposed redevelopment of Residential Society Buildings Deccan Apartment on the Plot bearing CTS No. D/1079B of Bandra - D Village, H/W Ward, Mumbai by M/s. Puravankara Limited

Introduction:

The project proponent along with consultant (M/s. Ace Environment) presented the proposal before the Authority. The proposal is for redevelopment of Residential Society Buildings Deccan Apartment on the Plot bearing CTS No. D/1079B of Bandra - D Village, H/W Ward, Mumbai

Consultant presented that, at present, the site has existing structures which are constructed prior to 1991 having 4 Towers i.e. Ocean View (St+ 13F), Decan A (Stilt + 6th Floors) & Deccan B (Stilt + 6th Floors) & Moon Beam (Stilt+6 Floors). Now, redevelopment is proposed by demolishing these old structures.

Proposed Towers 1 to 6 with building configuration 3 Basement + Ground Floor /Stilt + 18th Residential Floors & Club house at Ground Floor in each tower.

As per D P Remarks of 2034, the plot under reference is situated in Residential zone and not reserved for any public purpose.

Plot area is 10705.90 Sqm, FSI area is 41806.45 sqm, Non FSI area is 34856.55 Sqm, Total Construction area is 76663.00 Sqm

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 falls in CRZ-II area. The site under reference is situated on landward side of existing road, as per CRZ map.

The Authority noted that trees present on site and asked about details of trees cutting involved in the project. Consultant presented that, 89 Trees present on site out of which 26 Nos. of trees will be retained and 63 nos. of trees will be coming in the proposed construction work. Application of Tree NOC is submitted to MCGM. The Authority noted that, the project proponent is required to undertake compensatory afforestation in lieu of trees felled or affected due to the project.



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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 reconstruction of building 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. 18th 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 18th January, 2019. PP should implement all environment measures such as STP, rainwater harvesting, solar lighting, OWC etc and other measures.

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 redevelopment 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 18th January, 2019 before issuing commencement certificate to the project.
3. PP to obtain the Environment clearance under EIA Notification, 2006 since total construction area exceeds 20,000 Sqm.
4. PP to implement environment measures such as rainwater harvesting, solar lighting, STP, OWC etc.
5. PP is required to undertake compensatory afforestation in lieu of trees felled or affected due to the project as per applicable norms.
6. 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.



Member Secretary

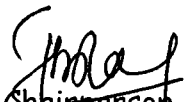

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7. Solid waste generated should be properly collected and segregated. Dry/ inert solid waste should be disposed of to the approved site for land filling after recovering recyclable materials.
8. Safe disposal of the wastewater should be ensured. PP to explore the option of installation of the STP for treatment of the wastewater.
9. 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. 12: Proposed repair and reconstruction work of two existing Structures On plot bearing gut no 339/1 at Village Kolgaon, Taluka Alibaug, Dist. Raigad by Shri. Siddhesh S Tendulkar

Introduction:

The project proponent along with Consultant (Aqura Enviro Projects Pvt. Ltd) presented the proposal before the Authority. The proposal is for repair and reconstruction work of Two existing Structures On plot bearing gut no 339/1 at Village Kolgaon, Taluka Alibaug, Dist. Raigad.

Consultant presented that, two existing houses on site under reference and Town Planning & Valuation Dept Alibag has certified that two existing houses on site constructed on 1987.

PP has submitted proposal for repair and reconstruction work of said two existing houses.

As per Regional Plan, the plot under reference is situated in Green zone -1 .

Plot area is 9570.68 Sqm, FSI area is 519.25sqm, Non FSI area is 00.00 Sqm, Total Construction area is 519.25 Sqm

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 in CRZ-III (No Development Zone).

The Authority noted that as per para 5.3 (ii) CRZ-III of the CRZ Notification, 2019,

"Following shall be permissible and regulated in the NDZ:-

(a) No construction shall be permitted within NDZ in CRZ III, except for repairs or reconstruction of existing authorised structure not exceeding existing Floor Space Index, existing plinth area and existing density and for permissible activities under this notification including facilities essential for activities and construction or reconstruction of dwelling units of traditional coastal communities including fisher folk, incorporating necessary disaster management provisions and proper sanitation arrangements."

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The Authority noted that proposed repair and reconstruction in CRZ III area is permissible subject to without exceeding existing Floor Space Index, existing plinth area and existing density. The concerned planning authority should strictly ensure the same.

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 repair and 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 repair and reconstruction without exceeding existing Floor Space Index, existing plinth area and existing density 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 District Collector.

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Item No. 13: Proposed Star Category Resort project at Gat No. 22 & 23,
Village : Dande Tarfe, Nandgaon, Tal: Murud , District :
Raigad ,State : Maharashtra by M/s. Windmill Hospitality

Introduction:

The Project proponent along with consultant presented the proposal before the Authority. The proposal is for Star Category Resort project at Gat No. 22 & 23 Village : Dande Tarfe, Nandgaon, Tal: Murud , District : Raigad

Consultant presented that, construction of resort comprising following components:-

Building Configuration	Details	Height (Up to Terrace level)
2 Nos. of Hotel Buildings, Cottage/Villa, Banquet Hall, Restaurant Building (including Reception), Party Hall Building & Open lawn		
Hotel Building 1:Ground + 1 st Floor	Room: 20 nos.	8.7
Hotel Building 2: Ground + 1 st Floor	Room: 16 nos	8.7
Cottage/Villa: Ground	Room: 18 nos.	5.4
Banquet Hall: Ground	--	7.6
Restaurant Building (Including Reception):Ground + 1 st Floor	Seats: 80 nos.	9.0
Party Hall Building :Ground + 1 st Floor	--	9.0

Non-Agricultural Land (NA) Order dt. 24.03.2025 issued by Public work Sub Department, Murud, Dist. Raigad and NOC dt. 14.06.2024 issued by Deputy Conservator of Forests, Thane.

Plot area is 13380.00 Sqm, FSI area is 4004.17 sqm, Non FSI area is 773.04 Sqm, Total Construction area is 4777.21 Sqm

Deliberations:



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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 area falls in CRZ-IIIB (200 m to 500 m from HTL) as per CZMP (Map No. MH 60).

The Authority observed from google image, trees are present at the site. Consultant presented 420 nos of existing coconut and betel nut palms cultivation on site out of which 154 nos shall be cut & remaining 266 nos shall be retained on site. The Authority asked PP for minimum Tree cutting and compensatory plantation to be carried out as per applicable norms.

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, proposed construction of Resort could be allowed between 200 m to 500 m from the HTL of seafront (beyond NDZ) as per CRZ Notification, 2019.

Decision:

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

1. The 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 building 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 the total covered area on all floors shall not exceed 33 per cent of the plot size


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i.e., the Floor Space Index shall not exceed 0.33 and the open area shall be suitably landscaped with appropriate vegetal cover.

4. The concerned Planning Authority should strictly ensure that the overall height of construction up to the highest ridge of the roof, shall not exceed 9 metres and the construction shall not be more than two floors (ground floor plus one upper floor).
5. PP to ensure necessary arrangements for the treatment of the effluents and solid wastes must be made and it must be ensured that the untreated effluents and solid wastes are not discharged into the water or on the beach; and no effluent or solid waste shall be discharged on the beach;
6. PP to strictly ensure the compliance of guidelines stipulated in Annexure-III of the CRZ Notification, 2019.
7. PP to ensure the minimum Tree cutting and compensatory plantation will be carried out as per applicable norms. Tree NOC to be obtained by PP from competent Authority, if applicable.
8. PP to implement environment measures such as rainwater harvesting, solar lighting, STP, OWC etc.
9. 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.
10. Solid waste generated should be properly collected and segregated. Dry/ inert solid waste should be disposed of to the approved site for land filling after recovering recyclable materials.
11. Safe disposal of the wastewater should be ensured.
12. All other required permission from different statutory authorities should be obtained before starting construction at the site shall be ensured by District Collector.


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Item No. 14: Proposed Development of Mangrove Park at Mandavi, Tal. Vengurla, Dist: Sindhudurg by Divisional Forest Officer, Mangrove Division, South Konkan

Introduction:

The Authority noted that, the proposal of Development of Mangrove Park at Mandavi, Tal. Vengurla, Dist: Sindhudurg by Divisional Forest Officer, Mangrove Division, South Konkan was earlier considered in 181st meeting of MCZMA held on 11th & 14th July 2025. As per decision taken in the said meeting, the MCZMA vide letter dated 29.07.2025 recommended the proposal from CRZ Point of view to MoEF&CC, New Delhi under CRZ Notification, 2019.

The MoEF&CC, New Delhi has asked revised recommendation letter specifically mentioning the permissibility clause, undertaking letter by PP and PPT on 07.08.2025 on Parivesh Portal.

Deliberation:

The Authority noted that proposed mangrove park is falls in CRZ IA (50 m mangrove buffer zone), CRZ IB and CRZ II area as per approved CZMP 2019. Further, PP has submitted undertaking letter and PPT on Parivesh Portal.

Decision:

The Authority after detailed discussion and deliberation decided to issue revised recommendation incorporating the permissibility as per CRZ Notification, 2019 as follows:

"The Authority noted that as per para 5.1.1 CRZ IA, mangrove walks, nature trails etc is a permissible activity.

As per para 7(iii) of the CRZ Notification, 2019 & OM dated 29th 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"


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Item No. 15: Proposed construction of Guide Pole at ShimpalaBunder, Taluka-Malvan, District- Sindhudurg, Maharashtra by Maharashtra MaritimeBoard (MMB).

INTRODUCTION:

The Chief Engineer, MMB along with Consultant presented the proposal before the Authority. The MMB has proposed construction of Guide Pole (4.85m X 4.85m X 5.8m) at ShimpalaBunder, Taluka- Malvan, District- Sindhudurg.

MMB officials presented that, Guide poles are commonly installed to clearly mark submerged rocks or dangerous shallow areas that could damage fishing boats.

The existing guide pole at Talashil has become ineffective for local fishermen because of adverse environment conditions. As a result, the guide pole no longer serves its intended purpose, impacting the safety and efficiency of fishing activities in the area. Local fishermen had temporarily installed a guide lamp, but it was washed away by tidal effects, leaving them without reliable guidance during their operations. Guide poles mark safe passages and navigation channels, reducing the risk of grounding or collisions, and ensure fishermen are aware of hidden dangers regardless of the tide. Guide poles serve as reference points for locating distressed vessels or individuals. Many fishing boats are small and low-powered, often lacking advanced navigation equipment. Guide poles provide a visible, passive navigation aid that doesn't require onboard technology. Installing guide poles in the rocky navigational channels of Shimpla Bandar will provide clear, visible markers that significantly improve safety for fishermen. These poles help prevent accidents, protect boats and lives, and support sustainable fishing by guiding traffic away from sensitive or dangerous areas.

Consultant presented that, the guide pole location is situated in CRZ IV area as per approved CZMP, 2019 which is permissible activity under para 5.4 of the CRZ Notification, 2019.

DELIBERATIONS:


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The PP has submitted the CRZ map in 1:4000 scale prepared by the NCSCM Chennai superimposing the site, as per approved CZMP, 2019. As per the said map, the site of Guide Pole is situated in CRZ IVA area.

The PP has submitted the EIA report prepared by the Centre for M/s Building Environment India Pvt Ltd (Nabet Accredited). The Authority noted the observations of the EIA report, anticipated impacts and Mitigation measures, Environment Management Plan, as suggested in the EIA report.

Certain Anticipated impacts and mitigation measures as suggested in the EIA report is as follows:

- Fishes are anticipated to be affected due to underwater noise and vibrations causing them to avoid disturbed area of construction activity. However, this effect will be reversible and temporary limited to piling operations.
- Sedentary benthic fauna will be affected during construction activity due to loss of habitat and burial under rocks and construction debris.
- Marine bird species will be affected due to visual disturbance and noise by machinery operations, vehicular movements during construction period.
- Spillage of construction material such as cement concrete, paint during construction activity may contaminate sea water which in turn would have impact on flora and fauna present in it.
- Accidental spillages of fuel or construction material during storage and handling into water may contaminate marine water and sediment affecting intertidal ecosystem.
- 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
- Piling will cause permanent loss of habitat and destruction to benthic fauna. However, the piling will not cover entire sea bed, hence severity is ranked moderate. Extent of impact from underwater noise and turbidity may be limited to project surrounding within 500m hence ranked moderate. Construction work is temporary activity and the impact may persist during construction phase only. Hence duration of impact is ranked moderate. Impact from construction activity will be definitely



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occurring. Hence probability is ranked high. Overall significance of impact is estimated to be low.

Dr Anish suggested the during piling activity, due precaution should be taken to avoid adverse impact on marine life. Paint used for the beacon should not be harmful to marine life.

The EIA report states that, the proposed project involves constructing a guide pole at Shimpla Bunder in the Gad River estuary, where a rocky outcrop becomes exposed at low tide. During high tide, fishing and tourist boats often collide with it, causing accidents. To ensure safe navigation, local fishermen have requested the guide pole. As the project is specifically needed at the proposed site,

The Authority noted that Guide pole is a critical tool in ensuring navigations safety for the boats which is a permissible activity (Navigational Safety facilities) as per para 5.4 (iii) in CRZ IV of the CRZ Notification, 2019.

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

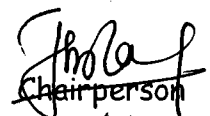
"All development activities or projects in CRZ-I and CRZ-IV areas, which are regulated or permissible as per this notification, shall be dealt with by Ministry of Environment, Forest and Climate Change for CRZ clearance, based on the recommendation of the concerned Coastal Zone Management Authority"

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 guidelines/ clarifications given by MoEF&CC from time to time.
2. During piling activity, due precaution should be taken to avoid adverse impact on marine life.
3. On site generated construction waste should be stored at designated place and disposed to authorized agency


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


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Item No. 16: Proposed Construction of Ro-Ro Jetty at NaglaBunder, Tal. & Dist. Thane, Maharashtra by Maharashtra Maritime Board (MMB).

INTRODUCTION:

The Chief Engineer, MMB along with Consultant presented the proposal before the Authority. The MMB has proposed Ro-Ro Jetty at NaglaBunder, Tal. & Dist. Thane and allied facilities. Project components are at the site:

- Ro Ro Jetty - 143 m X 10 m with allied essential facility of Parking Area - 45 m X 45 m
- Retaining wall: 45.42 m

MMB presented that, project is expected to boost local businesses, enhance the income of those involved in the transport sector, and stimulate growth in support services such as food, housing, education, and medical facilities. 31 km roadway stretch (from Naglabunder Thane District to Nagla, Palghar District) has been reduced to just 1 km by using the waterway. This results in a reduction of approximately 1.5 hours in commuting time.

Consultant presented that, project of Ro- Ro jetty & allied facilities located in CRZ IVB and CRZ IB area, which is permissible under para 5.1.2. (ii), 5.2. (i) and 5.4. (iii) of the CRZ Notification, 2019.

DELIBERATIONS:

The PP has submitted the CRZ map in 1:4000 scale prepared by the NCSCM Chennai superimposing the site, as per approved CZMP, 2019. As per the said map, the project site is situated in CRZ IB, CRZ II, CRZ IV B area. As per the report of the NCSCM:

Sr No.	Project activities	CRZ IB	CRZ II	CRZ IVB
1	RO-RO jetty	102.43	44.22	1145.86
2	Parking area	26.31	1933.73	
3	Retaining wall	10.22	35.21	

The PP has submitted the EIA report prepared by the Centre for M/s Building Environment India Pvt Ltd (Nabet Accredited). The Authority noted the observations of the EIA report, anticipated impacts and Mitigation measures, Environment Management Plan, as suggested in the EIA report.


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Certain Anticipated impacts and mitigation measures as suggested in the EIA report is as follows:

- The proposed project site is located at NaglaBunder, Thane in Maharashtra State which is characterized by coastal land, human habitation and hilly area. This assortment of habitats contributes to the biodiversity seen in study area. There will be various activities carried out during the development of jetty which may affect environment.
- Pile driving, deposition of rubble, dredging, sand compaction and other construction work in water cause resuspension of sediments and turbid water. Resuspension of sediments in water leads to an increase in the level of suspended solids (88) and in the concentration of organic matter, possibly to toxic or harmful levels. It also reduces sunlight penetration
- Dredging and excavation during construction can increase sedimentation in adjacent waterways. Excessive sedimentation can smother aquatic plants and benthic habitats, impacting the organisms that depend on them.
- The adverse effects of construction work could be minimized by appropriate selection of equipment in pile driving or during excavation, proper use of silt curtains, careful planning of settling ponds and overflow weirs for landfills, and suitable transport of construction materials and excavated material. Proper disposal of excavated material plays a critical part in preserving the environment. Deposition in landfills may offset problems being caused by dumping at sea.
- Regular water sprinkling on roads and plants has to be done for minimizing dust emission which will reduce the rate of dust settling on leaves.
- Implement erosion control measures like silt fences, sediment ponds and erosion control blankets to prevent soil and sediment runoff into nearby water bodies
- Monitor water quality during construction phase to detect any pollutant in water body and take immediate corrective actions to prevent harm of aquatic life.
- The regular traffic of vessels at a Ro-RO jetty can contribute to water pollution. Discharges from ships, such as ballast water, bilge water and potential spills of oil or other hazardous material can degrade water quality and mixtures may directly cause damage to fishery resources, aquatic biota and coastal habitat
- Encourage the use of ballast water treatment system to prevent degradation of water quality.



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- Appropriate regulations on ship discharges and provision of reception facilities are indispensable for proper control of emissions and effluent from ships. Detection of spills is also important for regulating ship discharges.
- Proper contingency plans and a prompt reporting system are keys to prevention of oil dispersal. Periodical clean-up of floating wastes is also necessary for preservation of port water quality.
- Use of wildlife friendly designs that minimize light pollution and its impact on nocturnal animals. Shield or dim lights as needed during sensitive times, such as sea turtle nesting seasons.
- Artificial lighting at the jetty during nighttime operations can disorient nocturnal animals, such as sea turtles which rely on natural light cues for navigation.
- Use of wildlife friendly designs that minimize light pollution and its impact on nocturnal animals. Shield or dim lights as needed during sensitive times, such as sea turtle nesting seasons.

During the meeting, the MMB officials presented that, facilities which are essential for the Ro_Ro jetty such as parking area and retaining wall is critical part of the project for its implementation. Retaining wall will serve the purpose of erosion control at the site.

As per para 5.1.2 (i) (a) of the CRZ Notification, 2019, activities permissible in CRZ IB are-
*"foreshore facilities like ports, harbours, Jetties, wharves, quays, slipway, bridges, hover
ports for coast guard, sea links, etc"*

As per the para 5.2(i) of the CRZ Notification, 2019, activities as permitted in CRZ IB shall also be permissible in CRZ II, in so far as applicable.

Further, the jetty is also permissible in CRZ IV B area, as per provisions of the CRZ Notification, 2019.

The Authority noted that as per para 5.1.2 (i)(d) and (ii) of CRZ Notification, 2019, measures of control of erosion is permissible activity in CRZ IB area.

The Authority further noted as per para 7(ii) of the CRZ Notification, 2019 (amended on 24th November, 2022) & OM dated 29th November, 2022, the


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proposal of standalone jetty and erosion control measure requires CRZ clearance from the MCZMA, . The said provision is reproduced as follows:

"All development activities or projects in CRZ-I and CRZ-IV areas, which are regulated or permissible as per this notification, shall be dealt with by Ministry of Environment, Forest and Climate Change for CRZ clearance, based on the recommendation of the concerned Coastal Zone Management Authority with the following exceptions namely-

*Stand alone jetties, salt works, Slipways, Temporary structures and Erosion control measures (like bunds, seawall, Gryones, Breakwaters, Submerged reef, sand nourishment etc)
which shall be dealt by concerned Coastal Zone Management Authority"*

DECISION:

After deliberation, the Authority decided to grant the clearance from CRZ point of view under CRZ Notification, 2019 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 guidelines/ clarifications given by MoEF&CC from time to time.
2. Proposed jetty should be with minimum interference with tidal water flow, so that free flow of tidal water is not obstructed.
3. MMB to implement the use of wildlife friendly designs that minimize light pollution and its impact on nocturnal animals. Shield or dim lights as needed during sensitive times, such as sea turtle nesting seasons.
4. MMB to ensure the monitoring of the siltation for 5 years.
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 efficiently during construction and operational phase of the project to ensure that coastal environment is protected.
8. PP may explore the use of eco concrete for construction of jetty, as cladding of the concrete structure in the marine environment.



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



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Item No. 17: Proposed Construction of RO-RO and Passenger Jetty at UttanDongri, Taluka and District- Thane, Maharashtra by MaharashtraMaritime Board (MMB).

INTRODUCTION:

The Chief Engineer, MMB along with Consultant presented the proposal before the Authority. The MMB has proposed construction of Ro-Ro and Passenger Jetty at UttanDongri, Taluka and District- Thane. Project components are as follows:

- Jetty: 143m X 10m
- Parking: 120m X 60m
- Sloping ramp: 75m X 50m
- Retaining wall: 60m

The MMB officials presented that, residents of Uttan village need to travel to Vasai by road for work, education, markets. The road distance from Uttan to Vasai is approximately 40 km, taking around 1.5 to 2 hours to travel. In contrast, the waterway route is only 3.3 km and would take approximately 30 minutes to reach Vasai from Uttan. Additionally, traveling to Palghar district from Vasai will become more convenient. Hence, to reduce travel distance and time, and to improve convenience for the residents of Uttan village and nearby villages, a waterway project has been proposed.

Consultant presented that, the project location falls under CRZ IA, CRZ IB, CRZ II as per approved CZMP 2019. The said activity is permissible under Section 5.1.1 (iii), 5.1.2 (ii) and 5.2 (i) as per the approved CRZ notification 2019

DELIBERATIONS:

The PP has submitted the CRZ map in 1:4000 scale prepared by the NCSCM Chennai superimposing the site, as per approved CZMP, 2019. As per the said map, the project site is situated in CRZ IA, CRZ IB and CRZ II area. As per the report of the NCSCM

Sr No.	Project activities	CRZ IA (sqm)	CRZ IB (Sqm)	CRZ II (Sqm)
1	RO-RO jetty	351.05	174.09	52.75
2	Parking area			503.61
3	Slopping Ramp			375.26


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4	Retaining wall		61.9
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The PP has submitted the EIA report prepared by the Centre for M/s Ecofootforward Environment Consultancy and Engineers Pvt Ltd (Nabet Accredited). The Authority noted the observations of the EIA report, anticipated impacts and Mitigation measures, Environment Management Plan, as suggested in the EIA report.

Certain Anticipated impacts and mitigation measures as suggested in the EIA report is as follows:

- Implementation of spill containment measures and ensure that any potential leakages or spillages during construction are immediately addressed and cleaned up to prevent contamination of the soil.
- Usage of protective coverings and techniques such as geotextile mats to prevent soil compaction and preserve the natural soil structure, especially in areas designated for vegetation or drainage.
- The excavation activities will be carefully monitored, with proper shoring and reinforcement around basements to prevent disturbance to lower soil strata and safeguard surrounding structures.
- Proper waste segregation and disposal practices will be adopted, ensuring that solid waste and treated wastewater are managed and disposed of in an environmentally responsible manner to avoid soil degradation.
- During the construction phase, there will be an increase in water demand for site preparation, dust suppression through water spraying, various construction activities, curing, and meeting the domestic and other water requirements of labor and staff onsite.
- Noise levels shall regularly be monitored as per the monitoring plan and if the noise level at any time is found to be higher, then immediate measures to reduce noise in that area should be ensured.
- Dredging and excavation during construction can increase sedimentation in adjacent waterways. Excessive sedimentation can smother aquatic plants and benthic habitats, impacting the organisms that depend on them
- The adverse effects of construction work could be minimized by appropriate selection of equipment in pile driving or during excavation, proper use of silt curtains, careful planning of settling ponds and overflow weirs for landfills, and suitable transport of construction materials and excavated material. Proper disposal of excavated material plays a critical part in preserving the environment. Deposition in landfills may offset problems being caused by dumping at sea.


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- Implement erosion control measures like silt fences, sediment ponds and erosion control blankets to prevent soil and sediment runoff into nearby water bodies
- The regular traffic of vessels at a Ro-RO jetty can contribute to water pollution. Discharges from ships, such as ballast water, bilge water and potential spills of oil or other hazardous material can degrade water quality and mixtures may directly cause damage to fishery resources, aquatic biota and coastal habitat.
- Biodegradation of oil also generates polymerized oil particles and toxic aromatic fractions using dissolved oxygen in the water, which indirectly cause damages to bottom biota and habitat. Both effects may seriously damage marine and coastal ecology.
- Encourage the use of ballast water treatment system to prevent degradation of water quality.
- Proper contingency plans and a prompt reporting system are keys to prevention of oil dispersal. Periodical clean-up of floating wastes is also necessary for preservation of port water quality.
- Use of wildlife friendly designs that minimize light pollution and its impact on nocturnal animals. Shield or dim lights as needed during sensitive times, such as sea turtle nesting seasons.

During the meeting, the MMB officials presented that, facilities which are essential for the Ro_Ro jetty such as parking area and retaining wall is critical part of the project for its implementation. Retaining wall will serve the purpose of erosion control at the site.

As per para 5.1.2 (i) (a) of the CRZ Notification, 2019, activities permissible in CRZ IB are-
"foreshore facilities like ports, harbours, Jetties, wharves, quays, slipway, bridges, hover ports for coast guard, sea links, etc"

As per the para 5.2 (i) of the CRZ Notification, 2019, activities as permitted in CRZ IB shall also be permissible in CRZ II, in so far as applicable.

The Authority noted that the project is of public important and public utilities are permissible in CRZ IA area, as per para 5.1.1(iii) of the CRZ Notification, 2019.


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The Authority noted that as per para 5.1.2 (i)(d) and (ii) of CRZ Notification, 2019, measures of control of erosion is permissible activity in CRZ IB area.

The Authority further noted as per para 7(ii) of the CRZ Notification, 2019 (amended on 24th November, 2022) & OM dated 29th November, 2022, the proposal of standalone jetty and erosion control measure requires CRZ clearance from the MCZMA, . The said provision is reproduced as follows:

"All development activities or projects in CRZ-I and CRZ-IV areas, which are regulated or permissible as per this notification, shall be dealt with by Ministry of Environment, Forest and Climate Change for CRZ clearance, based on the recommendation of the concerned Coastal Zone Management Authority with the following exceptions namely-

Stand alone jetties, salt works, Slipways, Temporary structures and Erosion control measures (like bunds, seawall, Gryones, Breakwaters, Submerged reef, sand nourishment etc) which shall be dealt by concerned Coastal Zone Management Authority"

The Authority noted that the Project activity is important to reduce this travel distance and time and for the ease of localities from Uttan village.

DECISION:

After deliberation, the Authority decided to grant the clearance from CRZ point of view under CRZ Notification, 2019 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 guidelines/ clarifications given by MoEF&CC from time to time.
2. Proposed jetty should be with minimum interference with tidal water flow, so that free flow of tidal water is not obstructed.
3. MMB to implement the use of wildlife friendly designs that minimize light pollution and its impact on nocturnal animals. Shield or dim lights as needed during sensitive times, such as sea turtle nesting seasons.
4. MMB to ensure the monitoring of the siltation for 5 years.
5. During construction phase, the project implementing agency should proactively implement all possible appropriate environmental measures to achieve minimum disturbance to coastal ecosystem.


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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 efficiently during construction and operational phase of the project to ensure that coastal environment is protected.
8. PP may explore the use of eco concrete for construction of jetty, as cladding of the concrete structure in the marine environment.
9. 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 Construction of Jetty & Approach Road at Kelambekarwadi Village- Devache Gothane, Taluka- Rajapur, District- Ratnagiri, Maharashtra 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 Jetty & Approach Road at Kelambekarwadi Village- Devache Gothane, Taluka- Rajapur, District- Ratnagiri.

Consultant presented that the project is situated in CRZ IA, CRZ IB and NDZ as per approved CZMP, 2019, which is permissible as per para 5.1.1 (iii), 5.1.2 (i) (c) & 5.3 (i) of the CRZ Notification, 2019.

DELIBERATIONS:

The PP has submitted the CRZ map in 1:4000 scale prepared by the NCSCM Chennai superimposing the site, as per approved CZMP, 2019. As per the said map, the project site is situated in CRZ IA, CRZ IB and NDZ area. As per the report of the NCSCM

Sr No.	Project activities	CRZ IA 50 m mangrove buffer zone (sqm)	CRZ IB (Sqm)	CRZ III (NDZ) (Sqm)
1	Jetty	75.31	35.91	47.75
2	Approach Road	189.98		

The PP has submitted the EIA report prepared by the Centre for M/s Ecofootforward Environment Consultancy and Engineers Pvt Ltd (Nabet Accredited). The Authority noted the observations of the EIA report, anticipated impacts and Mitigation measures, Environment Management Plan, as suggested in the EIA report.

Certain Anticipated impacts and mitigation measures as suggested in the EIA report is as follows:

- The proposed site, which is located at Kelambekarwadi in village Devache Gothane proposed for the Construction of Jetty & Approach Road Various activities will be undertaken during the construction phase


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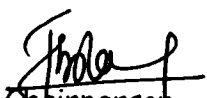
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which may have an adverse effect on water, Due to movement of vehicles and construction process, slight turbidity in the water can be expected. This turbidity might impact the marine found in the immediate area of the proposed project site. But the impact will be localized and temporary. There can be possibility of sewage and liquid waste polluting the coast water. There can be possibility of dispersion of suspended solids and spillage of oil and grease from the machineries to be used. The following impacts of the proposed project are anticipated

- The creation of the jetties will install a set of columns in the form of metal piles and since those piles will be installed at the bottom there will be no negative impact on marine life but the use of machines to install the piles may cause some negative effects to the marine environment and therefore the impact on the marine environment is weak and does not require special procedures
- Physical damage on benthic sessile fauna in proposed jetty area. The effect of this would be in the immediate to short term with the migration of benthic sessile and burrowing fauna living on sand.
- Sedentary organism and burrowing organism such as crabs may be affected. These organisms are highly mobile and expect to move and take refuge on other areas of the beach environment.
- The construction activity will involve machinery work and will generate the noise which thereby temporary disturb the birds perching present on trees and would frighten many of the mammals and reptiles if present within the vicinity of the site
- Loss of habitat for any reptile species present on the project site as a result of soil excavation by earthmovers.
- The presence of a sizeable construction workforce at the site also poses several risks, as does the operation and presence of excavator or earth mover machinery.
- This effect may be transient and affected species would be able to return once construction has been completed.
- Built structures often provide unnatural sheltered habitats along wave-exposed coasts. Seawalls, pontoons and pilings which are enclosed in marinas and the landward sides of breakwaters running parallel the shore create very sheltered conditions. The reduced water flow, turbidity or abrasion by sediments in these novel sheltered habitats can promote the establishment of assemblages that differ in species richness, composition or relative abundances from those associated with nearby natural exposed rocky habitats

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The Authority noted that, the proposed construction of jetty and its approach road will help to build the physical infrastructure and will also benefit the local fishermen and passengers for business/ commercial purposes.

The Authority noted that the project is of public important and public utility like jetty is permissible in CRZ IA area, as per para 5.1.1(iii) of the CRZ Notification, 2019.

As per para 5.1.2 (i) (a) of the CRZ Notification, 2019, jetty is permissible activity in CRZ IB area.

The para 5.3(i) of the CRZ Notification, 2019, activities permitted in CRZ IB is also permissible in CRZ III area.

The Authority noted that the activity of construction of road & road on stilt is permissible in CRZ IA area, as per para 5.1.1(iii) of the CRZ Notification, 2019.

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

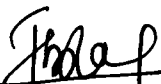
"For all other permissible and regulated activities as per this notification, which fall purely in CRZ-II and CRZ-III areas, the CRZ clearance shall be considered by the concerned Coastal Zone Management Authority and such projects in CRZ -II and III, which also happen to be traversing through CRZ-I 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.


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2. Construction of jetty should be with minimum interference with tidal water flow, so that free flow of tidal water is not obstructed.
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 17th September, 2019 in PIL 87/2006, for the project since project activities are affected by 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 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. 19: Proposed Construction of Piled Jetty near Hazrat Sheikh Hasan Peer Dargah, Kalbadevi Village, Tal. & Dist. Ratnagiri, Maharashtra by Maharashtra Maritime Board (MMB).

INTRODUCTION:

The Chief Engineer, MMB along with Consultant presented the proposal before the Authority. The MMB has proposed the construction of Piled Jetty near Hazrat Sheikh Hasan Peer Dargah, Kalbadevi Village, Tal. & Dist. Ratnagiri.

- Pile jetty - 73.5 meter X 10 meter
- Approach Road- 35 meter x 5 meter

MMB has proposed a new pile jetty is proposed to be constructed in Kalbadevi village near the darga and the existing approach road will be repaired and strengthened. The small landing platform facility at the same location in Kalbadevi is insufficient for handling the local fishing activities. Fisherfolks from Kalbadevi, Kasarveli, and Shirgaon depend on this landing center for livelihood hence an upgraded jetty at the same location will streamline operations and boost fishing activities. The existing facility supports 45 fishing boats, leading to congestion, berthing delays, and inefficient unloading operations. The region produces fish catch of 100 Metric Tons per year. The new jetty and approach road will ensure safer, year-round access for fishing vessels and passenger boats during both high and low tides.

Consultant presented that the project is situated in CRZ IB, CRZ IB and CRZ III-NDZ as per approved CZMP, 2019, which is permissible as per CRZ Notification, 2019.

DELIBERATIONS:

The PP has submitted the CRZ map in 1:4000 scale prepared by the NCSCM Chennai superimposing the site, as per approved CZMP, 2019. As per the said map, the project site is situated in CRZ IB, CRZ IB and CRZ III-NDZ area. The project site is in CVCA area as per approved CZMP, 2019. As per the submission of the MMB-

Sr No.	Project activities	CRZ IB	CRZ III (NDZ)	CRZ IVB
1	Piled Jetty	-	-	762.17
2	Approach Road	77.59	111.03	33.85


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The PP has submitted the EIA report prepared by the Centre for M/s MITCON Consultancy (Nabet Accredited). The Authority noted the observations of the EIA report, anticipated impacts and Mitigation measures, Environment Management Plan, as suggested in the EIA report.

The EIA report states that, the proposed jetty construction involves construction activity from the coastal side using piling and boring at places wherever needed. The equipment will be mounted on barges which will do construction activity while being deployed in the ocean water and hence there will be minimum construction activity from the landside. This will minimise the effect of construction on the existing traffic and tourist activities in the area. The flora is sparse and present along the coastline. Also, there is no specific fauna found near the project site. There will be no significant impact on the terrestrial flora and fauna during the operational phase of the project. The flora and fauna found in the buffer area would not be impacted by the project activity

The EIA report further states that, the proposed pile jetty project is designed to enhance the fishing industry and local transport services while capitalizing on the region's strong tourism potential. Located in Kalbadevi Village, within the Kalbadevi Creek area and approximately 20 km from Tehsil & District Ratnagiri, the jetty will provide crucial infrastructure for the local population, which predominantly relies on fishing. Kalbadevi Village currently has 39 mechanized boats and 8 non-mechanized boats. The existing jetty is inadequate for handling the current number of boats and the required ferry services, resulting in extended berthing queues and delays in unloading and transporting fish to the market. This shortfall underscores the necessity of the proposed project, which aims to significantly improve fish landing efficiency by streamlining the berthing and unloading processes for fishermen.

The Authority noted that as per para 5.4(ii) of the CRZ Notification, 2019, jetty is permissible activity in CRZ IV area.

As per para 10.1(ii) of the CRZ Notification, 2019, in CVCA areas, construction of dispensaries, schools, public rain/cyclone shelters, community toilets, bridges, roads, jetties, water supply, drainage, sewerage which are required for traditional inhabitants shall be permitted.

As per para 5.3 (ii)(c) of the CRZ Notification, 2019, roads area permissible in CRZ III (NDZ) area- "Construction of dispensaries, schools,


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public rain shelter, community toilets, bridges, roads, provision of facilities for water supply, drainage, sewerage, crematoria, cemeteries and electric sub-station which are required for the local inhabitants may be permitted on a case to case basis by Coastal Zone Management Authority (CZMA)"

The Authority further noted as per para 7(ii) of the CRZ Notification, 2019 (amended on 24th November, 2022) & OM dated 29th November, 2022, the proposal of standalone jetty and erosion control measure requires CRZ clearance from the MCZMA, . The said provision is reproduced as follows:

"All development activities or projects in CRZ-I and CRZ-IV areas, which are regulated or permissible as per this notification, shall be dealt with by Ministry of Environment, Forest and Climate Change for CRZ clearance, based on the recommendation of the concerned Coastal Zone Management Authority with the following exceptions namely-

*Stand alone jetties, salt works, Slipways, Temporary structures and Erosion control measures (like bunds, seawall, Groyones, Breakwaters, Submerged reef, sand nourishment etc)
which shall be dealt by concerned Coastal Zone Management Authority"*

The Authority noted that proposed jetty is vital infrastructure project and will provide crucial infrastructure for the local fishermen population.

DECISION:

After deliberation, the Authority decided to grant the clearance from CRZ point of view under CRZ Notification, 2019 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 guidelines/ clarifications given by MoEF&CC from time to time.
2. Proposed jetty should be with minimum interference with tidal water flow, so that free flow of tidal water is not obstructed.
3. During construction phase, the project implementing agency should proactively implement all possible appropriate environmental measures to achieve minimum disturbance to coastal ecosystem.
4. 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.


Member Secretary

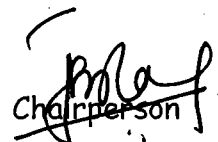

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5. Project proponent should implement Mitigation measures and Environment Management plan as stipulated in the EIA report, effectively and efficiently during construction and operational phase of the project to ensure that coastal environment is protected.
6. PP may explore the use of eco concrete for construction of jetty, as cladding of the concrete structure in the marine environment.
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.20: 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 Width of the jetty - 20 m
2	Groyne bund:	Length of east side groyne bund- 1125.00 m Length of west side groyne bund - 1110.00 m
3	Approach road	Length of approach road - 1775 m 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) Gryone 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 181st meeting held on 11th 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 181st 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 Akaki Sakar 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 Akabi Sakhar. 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 Authority further noted as per para 7(iii) of the CRZ Notification, 2019 & OM dated 29th 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"



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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 17th September, 2019 in PIL 87/2006, if the project activities are affected by mangroves or it 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 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.21: Proposed Construction of Groyne Bund near Ekdara Bridge, Murud village, Taluka-Murud, District- Raigad, Maharashtra 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 of length 675 meter near Ekdara Bridge, Murud village, Taluka-Murud, District- Raigad,

Consultant presented that frequent siltation due to littoral drift and sediment deposition has reduced the depth and width of the navigational channel hindering boat movement and jetty access. To prevent siltation and to keep the navigational channel operational throughout the year at all tides, this groyne bund is proposed. IIT-Mumbai has carried out the wave and siltation study and mathematical design for the Groyne bund. The channel supports around 170 fishing boats of Murud and Ekdara village with a combined annual fish catch of more than 1000 metric tons. The channel supports livelihood of many fishermen from the nearby villages and this project will enhance the fisheries in the region.

Consultant presented that, the anti-sea erosion bund is proposed in CRZ IB, CRZ II and CRZ IV area which is permissible as per provisions of the CRZ Notification, 2019.

DELIBERATIONS:

The PP has submitted the CRZ map in 1:4000 scale prepared by the NCSCM Chennai superimposing the site, as per approved CZMP, 2019. As per the said map, the project site is situated in CRZ IB, CRZ II and CRZ IV as per approved CZMP, 2019. As per the report of the NCSCM

Sr No.	Project activities	CRZ I B (Sq.m)	CRZ II(Sq.m)	CRZ IVA(Sq.m)
1	Groyne Bund	18845.86	11.27	13001.04

The PP has submitted the EIA report prepared by the M/s MITCON Consultancy (Nabet Accredited). The Authority noted the observations of the EIA report, anticipated impacts and Mitigation measures, Environment Management Plan, as suggested in the EIA report.


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Consultant presented that, by restoring safe access to the sea, the project will help increase the output of fishing activities and support the livelihood of local fishermen. After de-siltation, the navigational channel will be operational at any tide. Project will provide livelihood security for fishermen and Resilience to extreme climate events.

The Authority noted that as per para 5.1.2 of CRZ Notification, 2019:
"Activities shall be regulated or permissible in the CRZ-I B areas as under:-
(i) Land reclamation, bunding etc shall be permitted only for activities such as-
(d) measures for control of erosion;

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

As per para 5.4 (ii) of the CRZ Notification, 2019, measures of control of erosion is a permissible activity in CRZ IV area.

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.";

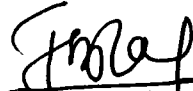
The Authority noted that proposed protection bund is permissible activity as per CRZ Notification, 2019.

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.


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2. MMB to monitor the shoreline change 5 years at Murud Beach due to proposed anti sea erosion bund.
3. MMB to ensure that Natural stream, creeklets and natural water bodies should not be disturbed and reclaimed while implementing the coastal protection works.
4. MMB to ensure that Natural geo-morphological features like sand dune, turtle breeding sites, if any should not be disturbed.
5. Debris generated during the project activity should not be dumped in CRZ area. It should be processed scientifically at a designated place.
6. MMB to implement recommendations of the EIA / EMP report for mitigation of environment impacts.
7. All other required permission from different statutory authorities should be obtained


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Item No. 22: Proposed Development of Parking Space & Providing Other Facilities at Bagmandla, Tal. Shrivardhan, Dist. Raigad, Maharashtra by Maharashtra Maritime Board (MMB).

INTRODUCTION:

The Chief Engineer, MMB along with Consultant presented the proposal before the Authority. The MMB has proposed development of Parking Space & Providing Other Facilities at Bagmandla, Tal. Shrivardhan, Dist. Raigad.

MMB officials presented that existing Ro-Ro jetty provides connectivity between Bagmandla and Veshavi in Raigad and Ratnagiri District respectively. Majority of tourist Passage access this jetty with vehicles. There is no parking space near jetty due to which parking is not available for tourist at peak seasons it results into congestion of traffic on jetty while waiting for Ro Ro boat. Hence, there is requirement of parking space for resolving the traffic issue at the site.

Consultant presented that the site falls in CRZ IA (50 m buffer zone), CRZ IB and NDZ, as per approved CZMP, 2019 and proposed activity is permissible as per para 5.1.1. (ii), 5.1.2. (ii) and 5.3. (i) of CRZ notification 2019.

DELIBERATIONS:

The Authority noted that the PP has submitted the CRZ map in 1:4000 scale prepared by the NCSCM, Chennai. As per the NCSCM report, the proposed project falls in CRZ IA (50 m buffer zone), CRZ IB and NDZ.

Sr. No.	Project activities	CRZ I A (50m mangrove buffer zone)	CRZ IB (Intertidal zone)
1	Parking Area	300.20	279.33

The MMB has submitted the EIA report prepared by M/s Ecofootforward (Nabet accredited consultant). The Authority noted the observations of the EIA, anticipated impacts and mitigation measures suggested in the report.

The Authority noted that the proposal was earlier deliberated in 181st meeting held on 11th July, 2025 wherein the Authority noted that as per the


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EIA report, the project area mainly shows the presence of mangrove species i.e., *Avicennia marina* which will be removed from the existing area for construction. Further in the said meeting, expert Members observed that, parking space is proposed to be created into the intertidal area of the creek. The Authority noted that there is a possibility of shifting the parking space on landward side.

The MMB officials and consultant clarified that project site is not affected by mangrove or its 50 m buffer zone area. Revised EIA report will be submitted accordingly.

After deliberation, the Authority noted that MMB need to explore the possibility of shifting the parking space on landward side.

DECISION:

The Authority after deliberation decided to defer the proposal for exploration of the possibility of shifting the parking space on landward side, by the MMB.


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Item No. 23: Proposed Construction of Proposed Sloping Ramp and Retaining Wall at Kongaon, Thane, Maharashtra 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 Proposed Sloping Ramp and Retaining Wall at Kongaon, Thane. Currently, there is no existing structure for safe access to boats. The proposed sloping ramp will facilitate safe and convenient embarkation and disembarkation in boat, while the retaining wall will safeguard nearby land during high tides

DELIBERATIONS:

The Authority noted that the PP has submitted the CRZ map in 1:4000 scale prepared by the NCSCM, Chennai. As per the NCSCM report, the proposed project falls in CRZ IB and CRZIVB.

Proposed Activity	CRZ IB (Sq.m)	CRZ IVB(Sq.m)
Retaining wall	753.23	279.33
Sloping ramp		95.15

The PP has submitted the EIA report prepared by the M/s Building Environment (India) Pvt Ltd (Nabet Accredited). The Authority noted the observations of the EIA report, anticipated impacts and Mitigation measures, Environment Management Plan, as suggested in the EIA report.

As per the EIA report, the proposed project involves construction of retention wall and slipway. The project does not involve any reclamation. Therefore, the project would not lead to any impact on the landuse and landcover of the region during construction as well as operation phase of the project. The proposed sloping ramp and retaining wall will be constructed using trap stones, rubbles, murum along HTL. The project does not involve massive construction activity hence the significance of the impact is ranked as moderate. The impact on marine water will be local due to small scale of the project. The impact will be restricted to construction period only. Hence the duration of the impact is ranked moderate. The impact on marine water may occur as the retaining wall


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will be constructed along HTL. Hence the probability of the impact is ranked moderate. Overall significance of the impact is estimated to be low.

The Authority noted that the proposal was earlier deliberated in 181st meeting held on 11th July, 2025 wherein the expert members observed that, The MMB has submitted the CRZ map in 1:4000 scale prepared by the NCSCM, Chennai. The Authority noted that the NCSCM map and report mentions about the project of jetty and allied facilities. Whereas, the proposal submitted by the MMB is for construction of Proposed Sloping Ramp and Retaining Wall. During the MMB clarified that by mistakenly old CRZ map & report has been submitted, instead of map showing the proposed activities of sloping ramp and retaining wall. The Authority opined that MMB need to submit the application with correct CRZ map showing the proposed activities. Accordingly, the Authority after discussion decided to defer the matter.

Accordingly, the MMB has submitted the revised corrected CRZ map in 1:4000 scale prepared by the NCSCM, Chennai, which was noted by the Authority during the meeting.

The Authority noted that as per para 5.1.2 of CRZ Notification, 2019:
"Activities shall be regulated or permissible in the CRZ-I B areas as under:-
(i) Land reclamation, bunding etc shall be permitted only for activities such as-
(d) measures for control of erosion;

As per para 5.1.2 (i) (a) of the CRZ Notification, 2019, activities permissible in CRZ IB are-
"foreshore facilities like ports, harbours, Jetties, wharves, quays, slipway, bridges, hover
ports for coast guard, sea links, etc"

Further, the jetty is also permissible in CRZ IV B area, as per provisions of the CRZ Notification, 2019.

The Authority further noted as per para 7(ii) of the CRZ Notification, 2019 (amended on 24th November, 2022) & OM dated 29th November, 2022, the proposal of standalong jetty requires CRZ clearance from the MCZMA, . The said provision is reproduced as follows:

"All development activities or projects in CRZ-I and CRZ-IV areas, which are regulated or permissible as per this notification, shall be dealt with by Ministry


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of Environment, Forest and Climate Change for CRZ clearance, based on the recommendation of the concerned Coastal Zone Management Authority with the following exceptions namely-

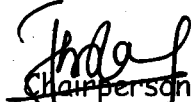
Stand alone jetties, salt works, Slipways, Temporary structures and Erosion control measures (like bunds, seawall, Gryones, Breakwaters, Submerged reef, sand nourishment etc) which shall be dealt by concerned Coastal Zone Management Authority"

DECISION:

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

1. The proposed project of modification and extension of jetty 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. Proposed slopping ramp and retaining wall should be with minimum interference with tidal water flow, so that free flow of tidal water is not obstructed.
3. During construction phase, the project implementing agency should proactively implement all possible appropriate environmental measures to achieve minimum disturbance to coastal ecosystem.
4. 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.
5. 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.
6. PP may explore the use of eco concrete for construction of slopping ramp, as cladding of the concrete structure in the marine environment.
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.24: Proposed Construction of Jetty and similar facilities at Vashi, Tal- Navi Mumbai, Thane, Maharashtra by Maharashtra Maritime Board (MMB).

INTRODUCTION:

The MMB officials along with consultant presented the proposal before the Authority. The MMB has proposed construction of Jetty and similar facilities at Vashi, Tal- Navi Mumbai, Thane. The construction of a passenger jetty will improve water-based transportation links between various destinations, offering an alternative to road and rail networks

DELIBERATIONS:

The Authority noted the CRZ map in 1:4000 scale prepared by the NCSCM, Chennai, as per which, the project site partly falls in CRZ IA (Eco-Sensitive Zone, Mudflats, 50 m mangrove buffer zone) and partly in CRZ IB area.

The PP has submitted the EIA report prepared by the M/s Ecofootforward (Nabet Accredited Consultant). The Authority noted the observations, anticipated impacts and mitigation measures proposed in the EIA report.

The MCZMA in its 186th meeting held on 1st August, 2025 deliberated the proposal, wherein expert members observed that the proposed location lies at the edge of Thane creek at Vashi in Navi Mumbai and falls in the eco sensitive area, which is a notified flamingo sanctuary. He observed that, considering the potential impact the proposed project on the unique environment settings of the area including flamingos, the MMB should first obtain the NoC from Eco sensitive point of view and Forest Clearance. The Authority observed that, the water transport project during its construction and operation phase will have its impact on the flamingo sanctuary which is one of the important ecological site. It will be more appropriate, if the concern Authorities regarding eco-sensitive areas would first examine the feasibility of the project from eco-sensitive area point of view. The Authority felt that considering the sensitivity of the project site, MMB need to obtain the NoC from the concern Authority for Eco-sensitive area and clearance from the Forest Department. Then, the MCZMA could consider the proposal from CRZ point of view. The MMB officials during the meeting agreed for the same.

Accordingly, the Authority in its 186th meeting decided to defer the proposal for want of NoC from the Eco Sensitive point of view and Forest clearance, as agreed by the MMB.


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During the meeting, the MMB officials once again requested to consider the proposal and assured that necessary approvals/ NoCs will be obtained from the Forest and ESA point of view. In fact, the MMB has already applied to concerned Authorities and pursuing the matter for securing said approvals. MMB re-iterated that Rapid urbanization and rising vehicular traffic have led to severe congestion in Mumbai Metropolitan Region (MMR). To ease this, the Maharashtra Government proposes developing water transport as a sustainable commuting option (NW-53 Phase 2).

Expert Members deliberated upon the request of the MMB and noted that, required approvals from the concerned Authorities/ Agencies is crucial, considering the environmental sensitivity of the project location.

DECISION:

Therefore, the Authority re-iterated its stand and opined that, MMB need to secure the NoC from the Eco Sensitive point of view and Forest clearance for the project. Once the said approvals/ NoCs are secured by the MMB, the proposal would be deliberated in accordance with provisions of the CRZ Notification, 2019.


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Item No. 25: Proposed Construction Of Jetty And Similar Facilities At Airoli, Tal- Navi Mumbai, Thane District Of Maharashtra 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 Jetty and similar facilities at Airoli, Tal- Navi Mumbai, Thane.

Expert Members observed that current proposal at Airoli is part of water transport through thane creek which is part of eco sensitive area. The Authority re-iterating the earlier deliberations, felt that the MMB need to obtain the NoC from the concern Authority for Eco-sensitive area and clearance from the Forest Department. Then, the MCZMA could consider the proposal from CRZ point of view.

During the meeting, the MMB officials requested to consider the proposal and assured that necessary approvals/ NoCs will be obtained from the Forest and ESA point of view. In fact, the MMB has already applied to concerned Authorities and pursuing the matter for securing said approvals. MMB re-iterated that Rapid urbanization and rising vehicular traffic have led to severe congestion in Mumbai Metropolitan Region (MMR). To ease this, the Maharashtra Government proposes developing water transport as a sustainable commuting option (NW-53 Phase 2).

Expert Members deliberated upon the request of the MMB and noted that, required approvals from the concerned Authorities/ Agencies is crucial, considering the environmental sensitivity of the project location.

DECISION:

Therefore, the Authority re-iterated its stand and opined that, MMB need to secure the NoC from the Eco Sensitive point of view and Forest clearance for the project. Once the said approvals/ NoCs are secured by the MMB, the proposal would be deliberated in accordance with provisions of the CRZ Notification, 2019.


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Item No. 26: Proposed Construction of approach road and RCC pile jetty at Mulund, Tal & Dist. Thane, Maharashtra 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 approach road and RCC pile jetty at Mulund, Tal & Dist. Thane.

Expert Members observed that current proposal at Mulund is part of water transport through thane creek which is part of eco sensitive area. The Authority re-iterating the earlier deliberations, felt that the MMB need to obtain the NoC from the concern Authority for Eco-sensitive area and clearance from the Forest Department. Then, the MCZMA could consider the proposal from CRZ point of view.

During the meeting, the MMB officials requested to consider the proposal and assured that necessary approvals/ NoCs will be obtained from the Forest and ESA point of view. In fact, the MMB has already applied to concerned Authorities and pursuing the matter for securing said approvals. MMB re-iterated that Rapid urbanization and rising vehicular traffic have led to severe congestion in Mumbai Metropolitan Region (MMR). To ease this, the Maharashtra Government proposes developing water transport as a sustainable commuting option (NW-53 Phase 2).

Expert Members deliberated upon the request of the MMB and noted that, required approvals from the concerned Authorities/ Agencies is crucial, considering the environmental sensitivity of the project location.

DECISION:

Therefore, the Authority re-iterated its stand and opined that, MMB need to secure the NoC from the Eco Sensitive point of view and Forest clearance for the project. Once the said approvals/ NoCs are secured by the MMB, the proposal would be deliberated in accordance with provisions of the CRZ Notification, 2019.



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Item No.27: Proposed Construction of Jetty and Allied Facility at Mithbunder, Taluka & District Thane by Maharashtra Maritime Board (MMB).

INTRODUCTION:

The MMB officials along with consultant presented the proposal before the Authority. The MMB has proposed the Construction of Jetty (70 meter) and Allied Facility at Mithbunder, Taluka & District Thane.

DELIBERATIONS:

The Authority noted the CRZ map in 1:4000 scale prepared by the NCSCM, Chennai, as per which, as per which, the project site partly falls in CRZ IA (Eco-Sensitive Zone, Mudflats, 50 m mangrove buffer zone)

The PP has submitted the EIA report prepared by the M/s Building Environment (India) Pvt Ltd (Nabet Accredited Consultant). The Authority noted the observations, anticipated impacts and mitigation measures proposed in the EIA report.

The MCZMA in its 186th meeting held on 1st August, 2025 deliberated the proposal, wherein the Authority noted that the proposal of jetty at Vashi and current proposal is part of water transport through thane creek which is part of eco sensitive area. The Authority re-iterating the earlier deliberations, felt that the MMB need to obtain the NoC from the concern Authority for Eco-sensitive area and clearance from the Forest Department. Then, the MCZMA could consider the proposal from CRZ point of view. Accordingly, the Authority in its 186th meeting decided to defer the proposal for want of NoC from the Eco Sensitive point of view and Forest clearance, as agreed by the MMB.

During the meeting, the MMB officials once again requested to consider the proposal and assured that necessary approvals/ NoCs will be obtained from the Forest and ESA point of view. In fact, the MMB has already applied to concerned Authorities and pursuing the matter for securing said approvals. MMB re-iterated that Rapid urbanization and rising vehicular traffic have led to severe congestion in Mumbai Metropolitan Region (MMR). To ease this, the Maharashtra Government proposes developing water transport as a sustainable commuting option (NW-53 Phase 2).


Member Secretary


Chairperson

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Expert Members deliberated upon the request of the MMB and noted that, required approvals from the concerned Authorities/ Agencies is crucial, considering the environmental sensitivity of the project location.

DECISION:

Therefore, the Authority re-iterated its stand and opined that, MMB need to secure the NoC from the Eco Sensitive point of view and Forest clearance for the project. Once the said approvals/ NoCs are secured by the MMB, the proposal would be deliberated in accordance with provisions of the CRZ Notification, 2019.


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Item No. 28: Proposed Strengthening of the existing erosion-control bund at Rajodibeach and provision of public utilities on the landward side of the existing bund by Maharashtra Maritime Board (MMB).

INTRODUCTION:

The MMB officials along with consultant presented the proposal before the Authority. The MMB has proposed strengthening of the existing erosion-control bund at Rajodi beach and provision of public utilities on the landward side of the existing bund.

As per submission of MMB, the current anti-erosion protection wall at Rajodi beach is old and crumbling at some locations. Hence, there is a need to repair/rebuild it to ensure the shoreline is stabilized and local residents and visitors are protected from rising sea levels. The strengthened sea wall will protect the coastline from erosion and flooding, ensuring the safety of local communities and preserving natural habitats. Strengthening of an existing erosion-control bund by constructing a protective wall (508 m length) and Pathway for public is paved walkway, seating arrangements, Solar lights and plantation of shrubs of native species. A paved walkway to be developed on landward side in the space between the existing bund and road.

Consultant presented that, the proposed activities are situated in CRZ II area which is permissible as per para 5.2(ii) &(ii) of the CRZ Notification, 2019.

DELIBERATIONS:

The Authority noted the CRZ map in 1:4000 scale prepared by the NCSCM, Chennai, as per which, the project site falls in CRZ II area. As per the report of the NCSCM, the proposed activities falls in CRZ II area covering area of 1526.66 Sqm.

The MCZMA in its 186th meeting held on 1st August, 2025 deliberated the proposal, wherein expert Members observed that, walkway, seating arrangement, solar lights etc are also proposed in the project, hence it need to be clarified whether the project is for checking the erosion at the site or whether it is a tourism project. Further, it was also discussed that, there is existing road abutting the project site, which can be elevated to serve the purpose of the bund. Hence, there may not be requirement of project proposed


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by the MMB. MMB should show the site photographs of low tide and high tide. MMB agreed to submit the same. Accordingly, the Authority in its 186th meeting asked the MMB to re-work the proposal and resubmit the clear proposal with details of proposed activities.

The MMB requested the Authority to reconsider the proposal, considering its necessity to address the issue of coastal erosion. Execution of the project will lead to improved protection from erosion and rising sea levels for the locals and better infrastructure facilities for visitors.

Consultant and MMB officials presented that, the existing road at the site is of good quality but has a single lane (5 m wide) and has no shoulders or footpaths for pedestrians. The space adjacent to the road has a depression and is bumpy. It is difficult to stand or walk in this space when vehicles are passing on the road. The current proposal aims to elevate the space between the road and anti-erosion bund to bring it a few inches above the road level. This will serve a dual-purpose: stop sea water from reaching the road, as well as provide a safe pedestrian space.

It was further presented that, access to the beach is through a single-lane concrete road running parallel to the beach. When vehicles are passing on this road, there is no safe space for pedestrians to stand on. The area between the road and the anti-erosion bund is undulating and covered with grass and stones, and it is not possible to walk in this area when vehicles are passing by on the road. Hence, there is a possibility of road accidents due to lack of pedestrian space. Therefore, there is a need to provide basic facilities for visitors to Rajodi beach. The proposed project involves construction of a pedestrian pathway, seating arrangements, tree plantation, and provision of solar lights. Thus, this project would make the area safer for the lakhs of visitors who are currently bereft of basic public amenities.

During the meeting, the MMB officials submitted that reinforcement of the dilapidated sea wall is necessary for mitigation of floods from storm surges and high tides. And, walkway will improve safety and accessibility for pedestrians and will also serve the purpose of anti sea erosion measure.

The Authority noted that, the PP has submitted the EIA report prepared by the M/s Aditya Environment Services Pvt Ltd (Nabet Accredited Consultant). The Authority noted the observations, anticipated impacts and mitigation measures proposed in the EIA report.


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The Authority noted that as per para 5.1.2 of CRZ Notification, 2019:
*"Activities shall be regulated or permissible in the CRZ-I B areas as under:-
(i) Land reclamation, bunding etc shall be permitted only for activities such as-
(d) measures for control of erosion;*

As per para 5.2(i) of the CRZ Notification, 2019, activities as permitted in CRZ IB shall also be permissible in CRZ II area.

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

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

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

"Projects or activities not covered in the aforesaid EIA Notification, 2006, but attracting this notification and located in CRZ-II or CRZ-III areas shall be considered for clearance by the concerned Coastal Zone Management Authority within sixty days of the receipt of the complete proposal from the proponent"

The Authority noted that the main objective of the project is to mitigate floods from storm surges & high tides and safeguard local people & their properties.

DECISION:

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

1. The proposed project of modification and extension of jetty 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. MMB to ensure that erosion control bund is designed with minimum beach disturbance.
3. MMB to ensure that Natural geo-morphological features like sand dune, turtle breeding sites, if any should not be disturbed.


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4. During construction phase, the project implementing agency should proactively implement all possible appropriate environmental measures to achieve minimum disturbance to coastal ecosystem.
5. Debris generated during the construction activity should not be dumped in CRZ area. It should be ensured that debris is processed in a scientific manner at a designated site, as per MSW Rules, 2016.
6. 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 before starting construction at the site shall be ensured by Urban Local Body.


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Item No. 29: Proposed Construction of Jetty, Parking Shed and Other Allied Works at Toradi, Taluka- Mhasla, District- Raigad, Maharashtra by Maharashtra Maritime Board (MMB).

INTRODUCTION:

The Chief Engineer, MMB along with Consultant presented the proposal before the Authority.

The MMB officials along with consultant presented the proposal before the Authority. The MMB has proposed the construction of Jetty (20 meter x 7 meter), Parking approach road (100 meter x 7 meter), parking area (72 meter x 40 meter) and Other Allied Works at Toradi, Taluka- Mhasla, District- Raigad.

The MMB officials and consultant presented that, Toradi village is located on the bank of Bankot Creek in Mhasla Taluka, Raigad District. The road distance from Toradi to Ambadhavne (Shigvan) is 61 km and takes about 2 hours. However, with the Ro-Ro ferry service, the distance will be reduced by 60 km, and the journey will take only 15 minutes by Ro-Ro boat.

Consultant presented that, the proposed project location falls under CRZ-IA and CRZ IA (50m Mangrove Buffer Zone) as per approved Coastal Zone Management Plan (CZMP) 2019 published by Maharashtra Coastal Zone Management Authority (MCZMA). The said activity is permissible under Sub-Section 5.1.1 (ii) and 5.1.1 (iii) of CRZ notification 2019

DELIBERATIONS:

The Authority noted the CRZ map in 1:4000 scale prepared by the NCSCM, Chennai, as per which, the project site falls in CRZ IA area (Mangrove area & its 50 m buffer zone). As per the NCSCM report-

Sr No.	Proposed activities	Mangroves (CRZ IA) (Sqm)	Mangrove 50 m buffer zone (CRZ IA) (Sqm)
1	Approach Road	150.52	67.86
2	Jetty	19.98	5.28
3	Parking	177.648	658.14

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The MCZMA in its 186th meeting held on 1st August, 2025 deliberated the proposal, wherein the expert Members expressed their concern that the site is having dense mangrove and vegetation. They discussed the purposed of the jetty. MMB officials submitted that it will be a tourism jetty. The proposed Ro-Ro ferry service between Toradi and Ambadhave will connect Raigad and Ratnagiri districts. It will benefit both tourists and residents of Raigad and Ratnagiri. This service will save time and fuel, helping to reduce pollution. The Authority observed that, considering the dense mangrove vegetation at the project site and surrounding undeveloped area, the MMB need to explore the other site with less impact on the mangroves and coastal environment. MMB officials agreed for the same.

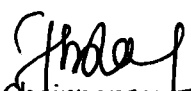
The Authority in its 186th meeting decided that the MMB need to explore the other site with less impact on the mangroves & coastal environment and may resubmit the revised proposal with details of proposed activities and scientific studies.

Considering the decision of the Authority, the MMB vide letter dated 23.8.2025 requested the Authority for reconsideration of the proposal. MMB stated that the proposed project involves construction of a jetty on the coastal side of Toradi village. This location is the only viable site due to the sloppy terrain on the landward side of the village, which makes other construction unfeasible. The Jetty will serve as a crucial transportation link connecting Toradi village to Kinjalghar village on the opposite side. This connection is particularly important as Kinjalghar is only 5 km from Ambadave village, the birthplace of Dr. B.R. Ambedkar.

The Authority noted that the PP has submitted the EIA report prepared by the M/s Ecofoot forward Environment consultancy and Engineers Pvt Ltd (Nabet Accredited Consultant). The Authority noted the observations, anticipated impacts and mitigation measures proposed in the EIA report.

The EIA report states that, existing Toradi Jetty is in old condition and there are no allied facilities for ferry boat passengers. Proposed the Construction of Jetty, Parking, Shed & other allied works will provide and improve waterway transportation facilities for ferry boat passengers. The proposed project will improve waterway transportation Toradi to Kinjalghar through Savitri River. Therefore, a greater number of daily commuters of surrounding villages will attract for ferry boat transportation; reductions in both travel time and cost for commuters.


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The Authority noted that the project is of public important and will help in transportation between villages Toradi to Kinjalghar of District Raigad.

The Authority noted that as per para 5.1.1 of the CRZ Notification, 2019-
(ii) *In the mangrove buffer, only such activities shall be permitted like laying of pipelines, transmission lines, conveyance systems or mechanisms and construction of road on stilts, etc. that are required for public utilities.*

(iii) *Construction of roads and roads on stilts, by way of reclamation in CRZ-I areas, shall be permitted only in exceptional cases for defence, strategic purposes and public utilities, subject to a detailed marine or terrestrial or both environment impact assessment, to be recommended by the Coastal Zone Management Authority and approved by the Ministry of Environment, Forest and Climate Change; and in case construction of such roads passes through mangrove areas or is likely to damage the mangroves, a minimum three times the mangrove area affected or destroyed or cut during the construction process shall be taken up for compensatory plantation of mangroves.*

As per para 7(ii) of the CRZ Notification, 2019-

"All development activities or projects in CRZ-I and CRZ-IV areas, which are regulated or permissible as per this notification, shall be dealt with by Ministry of Environment, Forest and Climate Change for CRZ clearance, based on the recommendation of the concerned Coastal Zone Management Authority"

DECISION:

After deliberation, the Authority decided to recommend the project to MoEF&CC, New Delhi from CRZ point of view under CRZ Notification, 2019 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 guidelines/clarifications given by MoEF&CC from time to time.
2. Prior High Court permission shall be obtained, as per the Hon'ble High Court order in PIL 87/2006, since the proposed activity falls in mangrove & its 50 m buffer zone area
3. NoC from Mangrove Cell shall be obtained by the PP.
4. Compensatory plantation of mangroves shall be undertaken by the MMB, as stipulated in para 5.1.1(iii) of the CRZ Notification, 2019.


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5. Proposed jetty should be with minimum interference with tidal water flow, so that free flow of tidal water is not obstructed.
6. During construction phase, the project implementing agency should proactively implement all possible appropriate environmental measures to achieve minimum disturbance to coastal ecosystem.
7. Debris generated during the construction activity should not be dumped in CRZ area. It should be ensured that debris is processed in a scientific manner at a designated site, as per MSW Rules, 2016.
8. 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.
9. 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.30: Proposed Construction Of Protection Bund at Padave, Taluka Guhagar, Dist. - Ratnagiri, Maharashtra by Maharashtra Maritime

INTRODUCTION:

The MMB officials along with consultant presented the proposal before the Authority. The MMB has proposed the construction of protection bund at Padave, Taluka - Guhagar, Dist. - Ratnagiri, Maharashtra. Length of the proposed bund is 540 meter.

Consultant and MMB officials presented that, the primary purpose is to protect local from coastal erosion, tidal flooding, and extreme weather conditions. It will minimize damages during natural calamities, improving disaster resilience in the region.

DELIBERATIONS:

The Authority noted the CRZ map in 1:4000 scale prepared by the NCSCM, Chennai, as per which, the project site partly falls in CRZ IB and CRZ III(NDZ) area.

Project Activity	CRZ Category	Length (m)
Protection Bund	I-B	266.36
	III-NDZ	354.30

The PP has submitted the EIA report prepared by the M/s Mitcon Consultancy and Engineers Pvt Ltd (Nabet Accredited Consultant). The Authority noted the observations, anticipated impacts and mitigation measures proposed in the EIA report.

The MCZMA in its 186th meeting held on 1st August, 2025 deliberated the proposal wherein, the expert members observed that village settlement is right on the bank of the creek and proposed bund may encourage and serve the purpose of further illegal reclamation in the creek watercourse. Further, as per the CRZ map submitted, the site is situated in critically vulnerable coastal area. Expert Members asked the MMB whether the dense settlement on the bank of the creek is newly developed or old and belongs to local community.


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Accordingly, the Authority asked the MMB to submit the scientific justification for the proposed bund at the site along with above said details regarding village settlement.

During the meeting, the MMB officials and consultant presented the compliance as sought by the Authority in its 186th meeting, which is as follows-

1. Scientific Justification of the Proposed Bund-

The proposed protection bund is essential to safeguard Padave village against existing and potential coastal risks. The justification is summarized below:

Sr. No.	Risk	Impact	Justifying the Proposed Bund Project
1.	Monsoon flooding and tidal backflow	Repeatedly inundation of existing settlements.	The proposed bund will maintain a safe distance between the shoreline and the existing structures eventually prevents and inundation of settlements.
2.	Bank erosion	Instability to the existing settlement's structures and its foundations.	The proposed bund will help to stabilise the existing settlements and shoreline.
3.	Access loss	Impediment in emergency response and evacuation of villagers.	The proposed bund will act as secure elevated structure and will help in evacuation of locals in emergency.
4.	Failure of sanitation system	Waterlogging causing contamination and invitation to health hazards.	The proposed bund will prevent the waterlogging conditions and subsequent health hazards.
5.	Vulnerability to the human habitation	Loss of natural flood barriers, rising long-term vulnerability	The proposed bund will act as barrier and prevent long term vulnerability.

2. The Details of Village Settlement:


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As per the Padave Village Assessment Record received from the PadaveGrampanchayat, the existing habitations in the proposed area are not new constructions. These settlements have been in existence since 1985.

The Authority noted that as per para 5.1.2 of CRZ Notification, 2019:

"Activities shall be regulated or permissible in the CRZ-I B areas as under:-

(i) Land reclamation, bunding etc shall be permitted only for activities such as-

(d) measures for control of erosion;

(ii) Activities related to waterfront or directly needing foreshore facilities such as ports and harbours, jetties, quays, wharves, erosion control measures, breakwaters, pipelines, lighthouses, navigational safety facilities, coastal police stations, Indian coast guard stations and the like."

As per para 5.3 (i) Activities as permitted in CRZ-I B, shall also be permissible in CRZ-III, in so far as applicable.

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."

The Authority noted that proposed protection bund is permissible activity as per CRZ Notification, 2019.

DECISION:

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


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

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Item No.31: Proposed construction of Anti Sea Erosion Bund at RediSukalbhat SidheshwarMandir, Taluka-Vengurla, District-Sindhudurg, Maharashtra by Maharashtra Maritime Board (MMB).

INTRODUCTION:

The MMB officials along with consultant presented the proposal before the Authority. The MMB has proposed Construction of Anti Sea Erosion Bund at RediSukalbhatSidheshwarMandir, Taluka-Vengurla, District- Sindhudurg, Maharashtra. Length of the proposed bund is 70.78 meter.

Consultant and MMB officials presented that, the primary purpose is to protect local from coastal erosion, tidal flooding, and extreme weather conditions. It will minimize damages during natural calamities, improving disaster resilience in the region.

Consultant presented that the proposed Anti Sea Erosion Bund at RediSukalbhat is situated in CRZ III (NDZ) area and is permissible under para 5.3(i) of the CRZ Notification, 2019.

DELIBERATIONS:

The Authority noted the CRZ map in 1:4000 scale prepared by the NCSCM, Chennai, as per which, the project site partly falls in CRZ III(NDZ) area.

Project Activity	CRZ Category	Length (m)
Protection Bund	CRZ III(NDZ)	70.78

The PP has submitted the EIA report prepared by the M/s Ecofoot forward Environment consultancy and Engineers Pvt Ltd (Nabet Accredited Consultant). The Authority noted the observations, anticipated impacts and mitigation measures proposed in the EIA report.

MMB officials and consultant presented that, the project will help prevent and control soil erosion caused by wave and tidal action. Bund activity will help fisherman for hauling of boats during rainy season.


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The Authority noted that as per para 5.1.2 of CRZ Notification, 2019:
"Activities shall be regulated or permissible in the CRZ-I B areas as under:-
(i) Land reclamation, bunding etc shall be permitted only for activities such as-
(d) measures for control of erosion;

As per para 5.3 (i) Activities as permitted in CRZ-I B, shall also be permissible in CRZ-III, in so far as applicable.

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

"For all other permissible and regulated activities as per this notification, which fall purely in

CRZ-II and CRZ-III areas, the CRZ clearance shall be considered by the concerned Coastal

Zone Management Authority and such projects in CRZ -II and III, which also happen to be

traversing through CRZ-I or CRZ-IV areas or both, CRZ clearance shall, however be considered only by the Ministry of Environment, Forest and Climate Change, based on recommendations of the concerned Coastal Zone Management Authority"

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

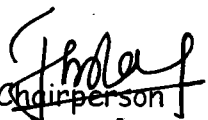
"Projects or activities not covered in the aforesaid EIA Notification, 2006, but attracting this notification and located in CRZ-II or CRZ-III areas shall be considered for clearance by the concerned Coastal Zone Management Authority within sixty days of the receipt of the complete proposal from the proponent"

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. MMB to ensure that Natural stream, creeklets and natural water bodies should not be disturbed and reclaimed while implementing the coastal protection works.
3. MMB to ensure that Natural geo-morphological features like sand dune, turtle breeding sites, if any should not be disturbed.


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4. Debris generated during the project activity should not be dumped in CRZ area. It should be processed scientifically at a designated place.
5. MMB to implement recommendations of the EIA / EMP report for mitigation of environment impacts. Recommendations of the CWPRS should be followed.
6. All other required permission from different statutory authorities should be obtained


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Item No.32: Proposed construction of Retaining Wall and Beautification at Backside of Fish Market at Diwale, Taluka & District Thane, Maharashtra 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 Retaining Wall and Beautification at Backside of Fish Market at Diwale, Taluka & District Thane.

- Retaining wall
Length - 192.71m; Width - 0.6 m; Height - 3.50 m
- Area of promenade- 1496.72 sq.m

The proposed project includes the construction of a retaining wall and promenade at the backside of the fish market in Diwale village. The project site, situated along Panvel Creek near the Diwale Koliwada fish market, is prone to inundation during the monsoon season due to its sloping terrain and close proximity to the creek. The retaining wall at Diwale village along Panvel Creek is essential for protecting the land and community infrastructure. The construction of the promenade and beautification work will optimize land use and create safe, accessible and aesthetically enhanced public spaces.

Consultant presented that, the project falls in CRZ IA, CRZ IB, CRZ II area, which is permissible as per para 5.1.1 (ii), 5.1.2 (ii) and 5.2 (i) of CRZ notification 2019.

DELIBERATIONS:

The Authority noted the CRZ map in 1:4000 scale prepared by the NCSCM, Chennai, as per which, the project site partly falls in CRZ IA, CRZ IB (Intertidal zone), CRZ II area as per approved CZMP, 2019. As per the NCSCM report, CRZ classification of the project site as per approved CZMP, 2019-

Sl. No.	Proposed Project Activity	Length (in m)			
		Mangrove - CRZ IA	50m Mangrove Buffer Zone - CRZ IA	CRZ IB	CRZ II
1	Retaining wall	45.62	45.55	23.32	78.22

Sl. No.	Proposed Project Activity	Area (in sq. m)			
		Mangrove - CRZ IA	50m Mangrove Buffer Zone - CRZ IA	CRZ IB	CRZ II
1	Promenade	117.87	630.17	93.41	655.27


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The PP has submitted the EIA report prepared by the M/s BEIPL (Nabet Accredited Consultant). The Authority noted the observations, anticipated impacts and mitigation measures proposed in the EIA report.

The EIA report states that, Diwale village is a fishing village located in Thane district of Maharashtra. The proposed retaining wall is along the Panvel creek and beautification of backside of DiwaleKoliwada Fish market situated close to the creek. However, the area behind the market is prone to inundation during the monsoon due to its sloping terrain and proximity to the creek, posing risks to the community and public infrastructure. To address this, MMB has proposed the construction of a retaining wall along with beautification work behind the fish market to safeguard the land and community structures and improve the environmental condition and visual quality of the locality.

The retaining wall at Diwale Village along Panvel creek are essential for safeguarding the land near DiwaleKoliwada Fish market and managing flood risks. Their pivotal role in flood protection ensures the safeguarding of properties and infrastructure against the threat of rising water levels specially during monsoon period. The construction of promenade and beautification work would offer opportunities to optimize land use, create safe, accessible and aesthetically improved public spaces. The small-scale businesses such as food stalls and other small businesses can benefit from the steady presence of local visitors.

MMB officials presented that the promenade will also serve the purpose of erosion control measures. It was presented that the proposed activities will protect the mangroves from encroachment as well.

The Authority noted that as per para 5.1.2 of CRZ Notification, 2019:

"Activities shall be regulated or permissible in the CRZ-I B areas as under:-

(i) Land reclamation, bundingetc shall be permitted only for activities such as-
(d) measures for control of erosion;

(ii) Activities related to waterfront or directly needing foreshore facilities such as ports and harbours, jetties, quays, wharves, erosion control measures, breakwaters, pipelines, lighthouses, navigational safety facilities, coastal police stations, Indian coast guard stations and the like."

As per para 5.2 (i) Activities as permitted in CRZ-I B, shall also be permissible in CRZ-II in so far as applicable. Further, as per para 5.1.1 of the CRZ Notification, 2019, public utilities project are permissible in CRZ IA area.



Member Secretary


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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."

The Authority noted that the project will help in fishermen community of the Diwale village which is a fishing village.

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. Prior High Court permission shall be obtained, as per the Hon'ble High Court order in PIL 87/2006, since the proposed activity falls in mangrove & its 50 m buffer zone area
3. NoC from Mangrove Cell shall be obtained by the PP.
4. Compensatory plantation of mangroves shall be undertaken by the MMB, as stipulated in para 5.1.1(iii) of the CRZ Notification, 2019.
5. Proposed activities should be with minimum interference with tidal water flow, so that free flow of tidal water is not obstructed.
6. During construction phase, the project implementing agency should proactively implement all possible appropriate environmental measures to achieve minimum disturbance to coastal ecosystem.
7. Debris generated during the construction activity should not be dumped in CRZ area. It should be ensured that debris is processed in a scientific manner at a designated site, as per MSW Rules, 2016.


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8. 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.
9. 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.33: Proposed Construction of Jetty, approach Road, retaining Wall at Utamber, Tal. Dapoli, Dist. Ratnagiri, Maharashtra 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 Jetty, Approach Road, Retaining Wall at Utamber, Tal. Dapoli, Dist. Ratnagiri, Maharashtra

- Construction of Jetty: 30m X 3m
- Approach Road: 150 m
- Retaining Wall: 200 m

MMB presented that, Fishermen facing difficulties to enter their boats through creek in at Utamber, Tal. Dapoli, Dist. Ratnagiri, to main sea due to shallow depth of the water during the low tide. There are difficulties in landing and transporting the fishes from boat to the market due to unavailability of Jetty and approach road. Proposed project will uplift the livelihood of the local fishermen of Utambar village.

Consultant presented that, the project site partly falls in, CRZ IB (Intertidal zone), CRZ III, CRZ IVA, CRZ IVB and proposed activities as permissible under para 5.1.2 (i) (a), 5.1.2 (i)(c), 5.1.2 (i) (d), and para 5.4 (ii) (a) of the CRZ Notification, 2019

DELIBERATIONS:

The Authority noted the CRZ map in 1:4000 scale prepared by the NCSCM, Chennai, as per which, the project site partly falls in, CRZ IB(Intertidal zone), CRZ III, CRZ IVA, CRZ IVB area. As per the NCSCM report, the CRZ classification of the project activities are as follows-

Sl No	Proposed Project Activities	Area in Sq.m			
		CRZ IB Intertidal Zone	CRZ III No Development Zone	CRZ IVA	CRZ IVB
1	Approach Road	396.62	26.07	-	-
2	Dredging Area	744.92	-	8367.53	18525.24
3	Jetty	77.85	-	-	82.07

Table 3: The Length of the proposed Retaining Wall falls under each CRZ category as per the approved CZMP of Maharashtra State

Sl No	Proposed Project Activities	Length in m	
		CRZ IB Intertidal Zone	CRZ III No Development Zone
1	Retaining Wall	169.52	1.20

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During the meeting, the MMB official presented that the activity of the dredging is not proposed in the project. The said element is dropped from the project.

The PP has submitted the EIA report prepared by the M/s Ecofoot forward Environment consultancy and Engineers Pvt Ltd (Nabet Accredited Consultant). The Authority noted the observations, anticipated impacts and mitigation measures proposed in the EIA report. The EIA report states that, the proposed project will help to reduce soil erosion and preventing saline water intrusion by construction of a retaining wall. Construction of jetty for the purpose of fishing or transportation of goods. For ease of accessibility approach road will be constructed which will allow movement of vehicles to and from the roadway to jetty. Hence, proposed construction activities will benefit socially and economically

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

- CRZ IB- As per para 5.1.2 (i) (c) "Land reclamation, bunding, etc. shall be permitted only for activities such as,- road on stilts, provided that such roads shall not be authorised for permitting development on the landward side of such roads, till the existing High Tide Line: Provided that the use of reclaimed land may be permitted only for public utilities such as mass rapid or multimodal transit system, construction and installation of all necessary associated public utilities and infrastructure to operate such transit or transport system including those for electrical or electronic signaling system, transit stopover of permitted designs; except for any industrial operation, repair or maintenance;"
- CRZ IB- As per para 5.1.2 (ii) "Activities related to waterfront or directly needing foreshore facilities such as ports and harbours, jetties, quays, wharves, erosion control measures, breakwaters, pipelines, lighthouses, navigational safety facilities, coastal police stations, Indian coast guard stations and the like." permissible in CRZ IB
- CRZ III - As per para 5.3 (i) "Activities as permitted in CRZ-I B, shall also be permissible in CRZ-III, in so far as applicable."
- CRZ IV- As per para 5.4 (iii) "Activities related to waterfront or directly needing foreshore facilities, such as ports and harbours, jetties, quays, wharves, erosion control measures, breakwaters, pipelines, navigational safety facilities and the like." permissible in CRZ IV


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As per para 7(ii) of the CRZ Notification, 2019-

"All development activities or projects in CRZ-I and CRZ-IV areas, which are regulated or permissible as per this notification, shall be dealt with by Ministry of Environment, Forest and Climate Change for CRZ clearance, based on the recommendation of the concerned Coastal Zone Management Authority"

DECISION:

After deliberation, the Authority decided to recommend the project to MoEF&CC, New Delhi from CRZ point of view under CRZ Notification, 2019 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 guidelines/clarifications given by MoEF&CC from time to time.
2. Proposed jetty should be with minimum interference with tidal water flow, so that free flow of tidal water is not obstructed.
3. During construction phase, the project implementing agency should proactively implement all possible appropriate environmental measures to achieve minimum disturbance to coastal ecosystem.
4. 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.
5. 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.
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.34: Proposed construction of new Jetty and providing allied facilities at Ade Utamber, Tal. Dapoli, Dist. Ratnagiri., Maharashtra 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 new Jetty and providing allied facilities at Ade Utamber, Tal. Dapoli, Dist. Ratnagiri.

- Approach Road: 150m X 3m.
- Jetty: 26m X 4m
- Retaining Wall: 210 m.

The MMB officials presented that, livelihood of Ade Utamber village residents is primarily based on fishing occupation and its allied business. Local fishermen facing inconvenience for fish landing, birthing due to an availability of fishing jetty. Fishermen have inconvenience to transport, selling and marketing of fish due to unavailability of approach road. Fishermen have facing difficulties to enter their boats through creek to main sea due to the shallow depth of the water

Consultant presented that the project site falls in CRZ IB and CRZ III (NDZ) area and proposed activities are permissible under para 5.1.2 (i)(a), para 5.1.2 (i)(c), para 5.1.2 (i)(d) & para 5.3 (i) of the CRZ Notification, 2019.

DELIBERATIONS:

The Authority noted the CRZ map in 1:4000 scale prepared by the NCSCM, Chennai, as per which, the project site partly falls in CRZ IB, CRZ III (NDZ) area. As per the NCSCM report, the CRZ category of the project site as per approved CZMP, 2019 is as follows-

S.No	Proposed Project Activities	Length (in m)	
		Intertidal Zone - CRZ IB	No Development Zone
1	Approach Road	131.08	12.41
2	Jetty	30.96	0.00
3	Retaining Wall	102.32	0.00

During the meeting, the MMB official presented that the activity of the dredging is not proposed in the project. The said element is dropped from the project.


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The PP has submitted the EIA report prepared by the M/s Ecofoot forward Environment consultancy and Engineers Pvt Ltd (Nabet Accredited Consultant). The Authority noted the observations, anticipated impacts and mitigation measures proposed in the EIA report.

The EIA report states that, proposed project will help to reduce soil erosion and preventing saline water intrusion by construction of a retaining wall. Construction of jetty for the purpose of fishing or transportation of goods. For ease of accessibility approach road will be constructed which will allow movement of vehicles to and from the roadway to jetty. Hence, proposed construction activities will benefit socially and economically.

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

- CRZ-IB as per para 5.1.2 (ii)-*"Activities related to waterfront or directly needing foreshore facilities such as ports and harbours, jetties, quays, wharves, erosion control measures, breakwaters, pipelines, lighthouses, navigational safety facilities, coastal police stations, Indian coast guard stations and the like."*
- CRZ-IB as per para 5.1.2 (i) (c)-*"Land reclamation, bunding, etc. shall be permitted only for activities such as,- (c) road on stilts, provided that such roads shall not be authorised for permitting development on the landward side of such roads, till the existing High Tide Line: Provided that the use of reclaimed land may be permitted only for public utilities such as mass rapid or multimodal transit system, construction and installation of all necessary associated public utilities and infrastructure to operate such transit or transport system including those for electrical or electronic signaling system, transit stopover of permitted designs; except for any industrial operation, repair or maintenance;"*
- CRZ IB- As per para 5.1.2(i)(d) erosion control measures is permissible activity.
- CRZ- IIIs as per para 5.3 (i)-*"Activities as permitted in CRZ-I B, shall also be permissible in CRZ-III, in so far as applicable."*

As per para 7(ii) of the CRZ Notification, 2019-

"All development activities or projects in CRZ-I and CRZ-IV areas, which are regulated or permissible as per this notification, shall be dealt with by Ministry of Environment, Forest and


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*Climate Change for CRZ clearance, based on the recommendation of the
concerned Coastal Zone Management Authority"*

DECISION:

After deliberation, the Authority decided to recommend the project to MoEF&CC, New Delhi from CRZ point of view under CRZ Notification, 2019 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 guidelines/clarifications given by MoEF&CC from time to time.
2. Proposed jetty should be with minimum interference with tidal water flow, so that free flow of tidal water is not obstructed.
3. During construction phase, the project implementing agency should proactively implement all possible appropriate environmental measures to achieve minimum disturbance to coastal ecosystem.
4. 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.
5. 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.
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.35: Proposed Renovation of Jetty and Protection Wall at Kharare, PendurTembwadi, Taluka- Malvan, District-Sindhudurg, Maharashtra by Maharashtra Maritime Board (MMB).

INTRODUCTION:

The Chief Engineer, MMB along with Consultant presented the proposal before the Authority. The MMB has proposed renovation of Jetty and Protection Wall at Kharare, PendurTembwadi, Taluka- Malvan, District-Sindhudurg,

- Protection Wall: 30.85m
- Proposed Jetty: 10m x 3.309m

MMB officials and consultant presented that, proposed Project is important for improving transportation facility from creek and as a erosion control measure for river bank.

Consultant presented that, the project site falls in CRZ IV B and CRZ III(NDZ) area and proposed activities are permissible as per para 5.3 (i) & 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, the project site partly falls in CRZ IVB, CRZ III NDZ. As per the report of the NCSCM, CRZ classification of the project site as per approved CZMP, 2019-

Sr No.	Proposed activities	CRZ IV B (Sqm)	NDZ (Sqm)
1	Jetty	11.96	21.13
2	Protective Wall		30.85 meter length

The PP has submitted the EIA report prepared by the M/s Ecofoot forward Environment consultancy and Engineers Pvt Ltd (Nabet Accredited Consultant). The Authority noted the observations, anticipated impacts and mitigation measures proposed in the EIA report.

The EIA report states that, the existing site at kharare, PendurTembwadi will be used to develop the jetty falls in the coastal area, with construction taking place on the Karli riverside. Therefore, there is no indication that the terrestrial habitats will be impacted in any way. No


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endangered, rare or vulnerable species of flora and fauna were recorded close to the site. Hence, no major impact of the project activity is envisaged on the fauna or flora of the area. Also, there are no environmentally sensitive areas present

As per para 5.4 CRZ IV (ii) following is permissible in CRZ IV area -

- (ii) Land reclamation, bunding etc to be permitted for activities such as -
- (a) foreshore facilities like ports, harbours, Jetties, wharves, quays, slipway, bridges, sealinks and hover ports for coast guard ,etc;is permissible activity

As per para 5.1.2 read with 5.3(i) of the CRZ Notification, 2019, measures for control of erosion is permissible activity in CRZ III (NDZ) area.

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. Proposed activities should be with minimum interference with tidal water flow, so that free flow of tidal water is not obstructed.
3. During construction phase, the project implementing agency should proactively implement all possible appropriate environmental measures to achieve minimum disturbance to coastal ecosystem.
4. 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.


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5. 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.
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.36: Proposed construction of approach road towards sea at Zai village, Taluka - Talasari, District - Palghar, Maharashtra 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 approach road having length 330 meter towards sea at Zai village, Taluka - Talasari, District - Palghar, Maharashtra

MMB officials presented that, at present there is limited access to the settlements close to the shoreline of the village and the beach due to narrow internal village road. It is difficult to provide emergency services during accidents / disaster due to lack of road up to the beach. The existing bund is in dilapidated condition and is absent at some locations along the village. Hence, the armour layer and approach road will serve as a barrier. The approach road along with its armour layer will provide much needed accessibility and protection against the extreme weather events during monsoons

It was further presented that, ease of access towards the beach due to the provision of an approach road will benefit the villagers and promote tourism opportunities in the village. The armor layer and the approach road will strengthen the shoreline and prevent future erosion and protect the landward side dwellings. The approach road will enable quick emergency response during events of accidents / disasters in the sea or in the village.

Consultant presented that, the proposed approach road to Zai village is situated in CRZ IB and CRZ III (NDZ) area which is permissible activity as per para 5.1.2 (i)(c) and 5.3(i) of the CRZ Notification, 2019-

DELIBERATIONS:

The Authority noted the CRZ map in 1:4000 scale prepared by the NCSCM, Chennai, as per which, the project site partly falls in IB, CRZ III-NDZ

Project Activity	CRZ Category	Length (m)
Approach Road	I-B	212.97
	III-NDZ	204.15

The PP has submitted the EIA report prepared by the M/s Mitcon consultancy and Engineers Pvt Ltd (Nabet Accredited Consultant). The


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

As per para 5.1.2 (i)(c) of the CRZ Notification, 2019- following is permissible in CRZ IB area-

"road on stilts, provided that such roads shall not be authorised for permitting development on the landward side of such roads, till the existing High Tide Line: Provided that the use of reclaimed land may be permitted only for public utilities such as mass rapid or multimodal transit system, construction and installation of all necessary associated public utilities and infrastructure to operate such transit or transport system including those for electrical or electronic signaling system, transit stopover of permitted designs; except for any industrial operation, repair or maintenance"

As per para 5.3(i) of the CRZ Notification, 2019- Activities as permitted in CRZ-I B, shall also be permissible in CRZ-III,

As per para 5.1.2 (i) (d) erosion control measures is permissible activity in CRZ IB. Further, as per para 5.3(i) activities permissible in CRZ IB is also permissible in CRZ III area.

As per para 7(ii) of the CRZ Notification, 2019-

"All development activities or projects in CRZ-I and CRZ-IV areas, which are regulated or permissible as per this notification, shall be dealt with by Ministry of Environment, Forest and Climate Change for CRZ clearance, based on the recommendation of the concerned Coastal Zone Management Authority"

The Authority noted that the settlement of the village Zai is located to close to coastline and there is danger of sea water ingress in the village. Approach road with armour layer will act as a barrier between the sea and settlement. Hence, the proposal is vital for local villagers of the Zai for mitigation of risks during extreme weather conditions.

DECISION:

After deliberation, the Authority decided to recommend the project to MoEF&CC, New Delhi from CRZ point of view under CRZ Notification, 2019 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 guidelines/ clarifications given by MoEF&CC from time to time.

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2. During construction phase, the project implementing agency should proactively implement all possible appropriate environmental measures to achieve minimum disturbance to coastal ecosystem.
3. Debris generated during the construction activity should not be dumped in CRZ area. It should be ensured that debris is processed in a scientific manner at a designated site, as per MSW Rules, 2016.
4. 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.
5. All other required permission from different statutory authorities should be obtained before starting construction at the site shall be ensured by Urban Local Body.


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Item No. 37: Proposed redevelopment on Plot Bearing C. S. No: 346 Of Malabar Hill Division, at Laxmibai Jagmohandas Marg (Nepean Sea Road), Mumbai by M/S. Shree Kishore Vardhan Developers Private Limited

Introduction:

The project proponent along with Consultant presented the proposal before the Authority. The proposal is for redevelopment on Plot Bearing C. S. No: 346 Of Malabar Hill Division, at Laxmibai Jagmohandas Marg (Nepean Sea Road), Mumbai.

Consultant presented that, the following existing authorised structures on site under reference:

Component	BUA in sqm
Building (Five Storied)	1640.22
Two Floor Bungalow	1238.96
Chawl (G+1)	367.98

Proposal is for redevelopment on plot under reference under DCPR 2034. Proposed residential building comprises of Lower Ground Floor+ Upper Ground Floor (Stilt)+1st to 9th (Part) Residential floor and part podium floor+10th amenity floor +11th to 33rd Residential Floor, at the site, after demolition of the old structures.

Plot area is 2136.76Sqm, FSI area is 9171.66sqm, Non FSI area is 15681.19Sqm, Total Construction area is 24852.85Sqm

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 in CRZ-II as per approved CZMP (Map No. MH 72) map vide CRZ Notification, 2019.

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

Earlier, the proposal was considered in 183rd meeting of MCZMA held on 17.07.2025, wherein the Authority asked PP to submit certain information.


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Consultant presented that PP has submitted Property Card for Land Ownership. Sewage Treatment Plant of 60 KLD has been proposed for Sewage treatment. RWH Tank of 90 CUM capacity has been proposed. Solid waste generated from the project will be segregated at source. Biodegradable waste will be treated in OWC. Non-Bio-degradable waste will be handed over to local vendor for recycling.

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 redevelopment of building 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. 18th 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 18th January, 2019.

Decision:

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

1. The concerned Planning Authority shall ensure that the proposed developments 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 development 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 18th January, 2019 before issuing commencement certificate to the project.
3. PP to ensure that Environment clearance under EIA Notification, 2006 should be obtained from competent Authority before commencement of project activities.
4. PP should implement all environment measures such as STP, rainwater harvesting, solar lighting, OWC etc and other measures as stipulated in


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

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Item No. 38: Proposed development of Anand Ashram CHS, on plot bearing CTS no -107 of Worli hill Estate Scheme No-58, C.S NO-52, of Worli R.G Thandani Marg Mumbai-400018 by Sushanku Realty Private Limited

Introduction:

The project proponent vide letter dated 26.08.2025 informed about absent for the meeting. Accordingly, PP was absent for the meeting.

Decision:

The Authority decided to defer the proposal.


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Item No. 39: Proposed development of residential lodging & boarding building on plot bearing C.T.S. No. 321, of village Manori, at Malad (W), Mumbai (P/N ward) by Wayne Cecil Dlima

Introduction:

The project proponent along with Consultant presented the proposal before the Authority. The proposal is for development of residential lodging & boarding building on plot bearing C.T.S. No. 321, of village Manori, at Malad (W), Mumbai (P/N ward) by Wayne Cecil Dlima.

Consultant presented that, proposed residential lodging & boarding building comprises of Ground (4 Rooms, Kitchen and Restaurant) + 1st and 2nd upper Floors with 9 rooms on each Floor.

IOD has been received vide Letter No: P-14791/2023/(321)/R/C Ward/MANORI R/C/337/1/New Dated- 06 June 2025

As per DP Remarks of 2034, the plot under reference is situated in Residential zone and not reserved for any public purpose.

Plot area is 572.40 Sqm, FSI area is 556.47 sqm, Non FSI area is 192.99 sqm, Total Construction area is 749.46 Sqm

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 in CRZ-II area as per approved CZMP vide CRZ Notification 2019.

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

Expert Members asked PP to provide STP considering the residential lodging & boarding building project. PP agreed for the same.


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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 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.."

The Authority noted that as per para 5.2 CRZ-II of the CRZ Notification, 2019,
"(v) 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 or visitors shall be subject to the certain conditions"

The Authority noted that proposed construction in CRZ II area is permissible subject to within the limit of permissible FSI as per DCR existed as on 18th January, 2019. The concerned planning authority should strictly ensure the same.

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 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 is subject to local town and country planning regulations as applicable from time to time and it is within the limit of permissible FSI


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- as per Town and Country planning regulations existed as on 18th January, 2019 before issuing commencement certificate to the project.
3. PP to strictly ensure the compliance of guidelines stipulated in Annexure-III of the CRZ Notification, 2019.
 4. PP to ensure necessary arrangements for the treatment of the effluents and solid wastes must be made and it must be ensured that the untreated effluents and solid wastes are not discharged into the water or on the beach; and no effluent or solid waste shall be discharged on the beach;
 5. PP to implement environment measures such as rainwater harvesting, solar lighting, STP, OWC etc.
 6. 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.
 7. 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.
 8. Safe disposal of the wastewater should be ensured.
 9. 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. 40: Proposed redevelopment on plot bearing C.T.S. No. B/556 (now B/556/A), B/554-A and B/555-A of Village Bandra - B, at Hill Road, Rajaram Wadi, Bandra (West), Mumbai - 400050 by GVP Realty

Introduction:

The project proponent along with Consultant presented the proposal before the Authority. The proposal is for redevelopment on plot bearing C.T.S. No. B/556 (now B/556/A), B/554-A and B/555-A of Village Bandra - B, at Hill Road, Rajaram Wadi, Bandra (West), Mumbai

Consultant presented that, There is one existing building comprising of Stilt + 1st to 11th upper floor, standing on site. The building has approved plans under no CE/ 1705 /BSII/AH and OCC certificate dated 13 12 2005 which proves the authenticity of the structure.

Proposal is for redevelopment on plot under reference under DCPR 2034. Proposed residential building comprise of 2nd Basement floor for Parking and Pump Room + 1st Basement floor for Parking + Ground floor part for Entrance lobby + 1st to 4th Podium floor for Parking + 5th floor proposed as E Deck and Swimming pool + 6th to 26th floor for Residential user with total building height of 105.95 Mt.

The proposal has received the concession by Hon MC vide No P-25342/2025 /(556 A AND OTHER) H/W WARD/ BANDRA B/ 337/1 NEW dated 23.06.2025.

As per DP Remarks of 2034, the plot under reference is situated in Residential zone and not reserved for any public purpose.

Plot area is 1336.50 Sqm, FSI area is 7217.06 sqm, Non FSI area is 8496.53 Sqm, Total Construction area is 15713.59 Sqm

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 in CRZ-II area as per approved CZMP vide CRZ Notification 2019.


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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 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 redevelopment of building 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. 18th 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 18th January, 2019.

Decision:

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

1. The concerned Planning Authority shall ensure that the proposed redevelopment should be carried out strictly as per the provisions of CRZ Notification, 2019 (as amended from time to time) and guidelines/clarifications given by MoEF&CC from time to time.
2. The concerned Planning Authority should strictly ensure that proposed redevelopment 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 18th January, 2019 before issuing commencement certificate to the project.
3. Debris generated during the project activity should not be dumped in CRZ area. It should be processed scientifically at a designated place, as per MSW Rules, 2016.
4. Solid waste generated should be properly collected and segregated. Dry/inert solid waste should be disposed of to the approved site for land filling after recovering recyclable materials.
5. Safe disposal of the wastewater should be ensured.


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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. 41: Proposed Construction of Multipurpose Jetty at Panvel Creek Village Targhar, Dist. Raigad by Famous Dredging Corporation

Introduction:

The consultant presented the proposal before the Authority. The proposal is for Construction of Multipurpose Jetty at Panvel Creek Village Targhar, Dist. Raigad.

Consultant presented that, the proposal was earlier considered in 174th meeting of MCZMA held on 03rd & 04th June 2024 and vide letter dated 19.06.2024 recommended to MoEF&CC New Delhi under CRZ Notification, 2019 subject to compliance of certain conditions.

Deliberation:

Now, PP has submitted proposal on Parivesh portal. Consultant presented that, the project also requires Environmental Clearance from SEIAA under category 7(e) of EIA Notification, 2006. The proposal for Environmental Clearance was considered by SEAC-1 in its 297th meeting and recommended to SEIAA. Consultant requested to recommend the proposal to SEIAA for consideration of a combined EC(Category-B) + CRZ Clearance under EIA Notification, 2006 & CRZ Notification, 2019.

The Authority observed that PP has not submitted CRZ map in 1:4000 scale with superimposition of project layout & report prepared by MoEF&CC authorised agency. Consultant presented that, they have approached IRS, Chennai which is MoEF&CC authorised agency for CRZ demarcation and it will be submitted shortly.

Decision:

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


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Item No. 42: Proposed construction of Multipurpose Jetty Terminal in Panvel Creek, near Targhar village, Dist. Raigad by M/s. Shree Saibaba Sand Dredging Company Pvt Ltd

Introduction:

The consultant presented the proposal before the Authority. The proposal is for construction of Multipurpose Jetty Terminal in Panvel Creek, near Targhar village, Dist. Raigad.

Consultant presented that, the proposal was earlier considered in 174th meeting of MCZMA held on 03rd & 04th June 2024 and vide letter dated 19.06.2024 recommended to MoEF&CC New Delhi under CRZ Notification, 2019 subject to compliance of certain conditions.

Deliberation:

Now, PP has submitted proposal on Parivesh portal. Consultant presented that, the project also requires Environmental Clearance from SEIAA under category 7(e) of EIA Notification, 2006. The proposal for Environmental Clearance was considered by SEAC-1 in its 297th meeting and recommended to SEIAA. Consultant requested to recommend the proposal to SEIAA for consideration of a combined EC(Category-B) + CRZ Clearance under EIA Notification, 2006 & CRZ Notification, 2019.

The Authority observed that PP has not submitted CRZ map in 1:4000 scale with superimposition of project layout & report prepared by MoEF&CC authorised agency. Consultant presented that, they have approached IRS, Chennai which is MoEF&CC authorised agency for CRZ demarcation and it will be submitted shortly.

Decision:

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

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Item No. 43: Proposed redevelopment on plot bearing C.S.No.893 B of Bandra -B Village, situated in H/W Ward, Mumbai by Runwal Developers Private Limited

Introduction:

The project proponent along with Consultant presented the proposal before the Authority. The proposal is for redevelopment on plot bearing C.S.No.893 B of Bandra -B Village, situated in H/W Ward, Mumbai.

Consultant presented that, there is one existing building comprising of Ground Floor + 1st to 3rd Upper floors, standing on site.

Proposal is for redevelopment on plot under reference under DCPR 2034. Proposed residential building comprise of Basement for car parking + lower ground floor for two-wheeler parking + upper ground floor + 1st to 7th Podium floors for car parking + 8th Podium/Amenity floor + 1st to 17th upper residential floors + Service floor with total height 102.15 mtrs measured from lower ground level to terrace level

As per D P Remarks of 2034, the plot under reference is situated in Residential zone and not reserved for any public purpose.

Plot area is 1437.30 Sqm, FSI area is 7761.42 sqm, Non FSI area is 12138.58 Sqm, Total Construction area is 19900 Sqm

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 in CRZ-II area.

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

The Authority observed that, Total BUA of the project is 19900 sqm which is just below the applicable limit of EIA Notification, 2006. The Authority asked PP to submit undertaking on maximum plot potential of the plot area.

Accordingly, PP vide letter dated 29.08.2025 submitted undertaking and stated that the maximum FSI area, as existing as on 18.01.2019, is proposed to be



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utilized and that the proposed maximum total construction area will be less than 20,000 sq. mtrs., for the for the plot under reference.

The Authority asked PP to implement environment measures such as rainwater harvesting, solar lighting, STP, OWC etc. PP agreed for the same.

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 redevelopment of building 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. 18th 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 18th January, 2019.

Decision:

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

1. The concerned Planning Authority shall ensure that the proposed redevelopment should be carried out strictly as per the provisions of CRZ Notification, 2019 (as amended from time to time) and guidelines/ clarifications given by MoEF&CC from time to time.
2. The concerned Planning Authority should strictly ensure that proposed redevelopment 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 18th January, 2019 before issuing commencement certificate to the project.
3. PP to implement environment measures such as rainwater harvesting, solar lighting, STP, OWC
4. Debris generated during the project activity should not be dumped in CRZ area. It should be processed scientifically at a designated place, as per MSW Rules, 2016.


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



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Annexure I

List of members/officials present in the online meeting:

1. Commissioner Fisheries Dept, Member, MCZMA
2. Dy. Che. Eng. DP, MCGM, Member, MCZMA
3. Representative from CMFRI, Member, MCZMA
4. Shri. Mirashe, Representative from Industries Dept,
5. Dr. Anish Andheria, Expert Member, MCZMA
6. Dr. L. R. Ranganath, CWPRS, Expert Member, MCZMA
7. Dr. Milind Sardesai, SavitribaiPhule Pune University, Expert Member,
MCZMA
8. Dr. Amit Bansiwat, Neeri, Expert Member, MCZMA
9. Mr. Abhay Pimparkar, Director, Environment & CC and Member Secretary,
MCZMA


Member Secretary


Chairperson