

**Minutes of the 186<sup>th</sup> Meeting of Maharashtra Coastal Zone Management  
Authority held on 01<sup>st</sup> August, 2025**

The 186<sup>th</sup> 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 01<sup>st</sup> August, 2025. List of members present in the meeting is attached as Annexure-I.

**Item No. 1:**      Proposed Construction of Jetty and similar facilities at Vashi, Tal- Navi Mumbai, Thane 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.

Dr Anish Andheria expressed 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 MMB officials and consultant presented that said NoCs will be obtained prior to commencement of project. Rapid urbanization and rising vehicular traffic have led to severe congestion in Mumbai Metropolitan Region

  
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(MMR). To ease this, the Maharashtra Government proposes developing water transport as a sustainable commuting option (NW-53 Phase 2).

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.

**DECISION:**

In the light of above, the Authority after deliberation 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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**Item No. 2:** Proposed Strengthening of the existing erosion-control bund at Rajodi beach 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.

**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.

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

MMB officials presented that, 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.

Dr Anish Andheria from the presentation observed that, walkway, seating arrangement, solar lights etc are also proposed in the project. He expressed that whether the project is for checking the erosion at the site or whether it is a tourism project.

Dr. Andheria and Dr.Bansiwal further observed from the google image shown by the MMB 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 by the MMB. MMB should show the site photographs of low tide and high tide. MMB agreed to submit the same.



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The MMB officials during the meeting submitted that 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.

The Authority observed that the MMB need to re-work the proposal by considering the above said observations of the expert Members. Abutting road can be elevated to act as a anti sea erosion bund. The Authority directed the MMB to resubmit the clear proposal with details of proposed activities. MMB agreed for the same.

**DECISION:**

In the light of above, the Authority after deliberation decided to defer the proposal. The MMB may resubmit the clear proposal with details of proposed activities and scientific studies. MMB agreed for the same.



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**Item No.3:** Proposed modification and extension of jetty at Marve, Mumbai Suburban District, Maharashtra by Maharashtra Maritime Board (MMB).

**INTRODUCTION:**

The MMB officials along with consultant presented the proposal before the Authority. The MMB has proposed the modification and extension of jetty at Marve, Mumbai Suburban District. Dimensions of the proposed jetty is 70 meter x 10.50 meter.

MMB officials presented that, People frequently commute between Gorai and Borivali for their daily activities. The jetty built at Marve in 2020 frequently faces issues due to heavy tidal sedimentation, resulting in increased dredging and maintenance costs. To address this, MMB plans to introduce a new Ro-Ro service between Marve and Manori for transporting two-wheelers and four-wheelers across Manori Creek. This Ro-Ro service will cut travel time between Marve and Manori to just 5-10 minutes, significantly reducing the current nearly two-hour road journey. The service will facilitate smoother transport of personal vehicles and encourage the use of water-based transportation along Mumbai's western coast.

Consultant presented that the project site falls in CRZ IB and CRZ IV B and jetty construction is permissible as per provisions of the CRZ Notification, 2019.

**DELIBERATIONS:**

The Authority noted the CRZ map in 1:4000 scale prepared by the NCSCM, Chennai, as per which, project site falls in CRZ IB and CRZ IV B area. Total area in CRZ is 687.59 Sqm.

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 CWPRS has carried out the studies has been carried out.

Dr Ranganath noted the CWPRS studies done for the project and suggested that monitoring of the siltation by the MMB is necessary for 5 years. MMB agreed for the monitoring of the same.



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Dr Amit Banswal asked about the necessity of the proposed jetty in view of the proposed bridge between Marve- Manori. Consultant submitted that villagers are demanding for the jetty and they have their opposition for the bridge.

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 24<sup>th</sup> November, 2022) & OM dated 29<sup>th</sup> November, 2022, the proposal of standalone 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 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"*

**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.



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2. MMB to ensure the monitoring of the siltation for 5 years. Recommendation of the CWPRS should be followed for design of the jetty.
3. Proposed modification and extension of jetty should be with minimum interference with tidal water flow, so that free flow of tidal water is not obstructed.
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. PP may explore the use of eco concrete for construction of jetty, as cladding of the concrete structure in the marine environment.
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. 4:** Proposed Construction of Jetty, Parking Shed and Other Allied Works at Toradi, Taluka- Mhasla, District- Raigad, Maharashtra 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( 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 Ambadhave (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.

**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)

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.

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.

  
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**DECISION:**

In the light of above, the Authority after deliberation decided to defer the proposal. 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.



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**Item No. 5:** 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 Authority noted that the proposal listed at Sr No. 1 (proposed 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. The MMB officials during the meeting agreed for the same.

**DECISION:**

In the light of above, the Authority after deliberation 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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**Item No. 6:** Proposed Construction Of Protection Bund at Padave,  
Taluka - Guhagar, Dist. - Ratnagiri, Maharashtra 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 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.

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 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.

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.

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**DECISION:**

In the light of above, the Authority after deliberation decided to defer the proposal for want of above said information by the MMB such as scientific justification for the proposed bund at the site along details regarding village settlement, as stated above.



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**Item No.7:** Proposed construction of retaining wall at Mazgaon, Shitapwadi, tal.  
And dist. Ratnagiri by Maharashtra Maritime Board (MMB)

**INTRODUCTION:**

The MMB officials along with consultant presented the proposal before the Authority. The MMB has proposed construction of retaining wall of 150 meter at Mazgaon, Shitapwadi, Tal and District Ratnagiri.

**DELIBERATIONS:**

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

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.

Dr. Rangnath asked the purpose of the retaining wall. Consultant presented that the retaining wall is proposed to protect the agricultural fields.

Dr Anish Andheria observed that there is creeklet backside of proposed retaining wall and proposed retaining wall may impact the creeklet. This retaining wall may increase the flow in the backside creeklet, fed by the same creek. Thus, the proposed retaining wall would flood the agricultural lands. He observed that the proposed retaining wall could in fact further aggravate the erosion problem by disturbing the natural water course in the creek and probable flooding in the backside.

The Authority observed that the MMB before submitting the proposal need to scientifically study the impact of the proposed activity on surrounding coastal environment. Often, the solution proposed to arrest the erosion further increases the erosion problem. The MMB official and consultant during the meeting agreed that to withdraw the current proposal.



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**DECISION:**

In the light of above, the Authority after deliberation defer that the MMB need to scientifically study the impact of the proposed activity on surrounding coastal environment. Accordingly, as agreed by the MMB to withdraw the proposal, the current proposal is delisted.



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**Item No. 8:** Proposed Construction of Retaining Wall at Nevare - Murugwadi, Tal. & Dist. Ratnagiri by Maharashtra Maritime Board (MMB).

**INTRODUCTION:**

The MMB officials along with consultant presented the proposal before the Authority. The MMB has proposed Construction of Retaining Wall at Nevare - Murugwadi, Tal. & Dist. Ratnagiri. Length of the propose retaining wall is 149.89 meter.

It was presented that, retaining wall will protect the bank of the creek by preventing soil erosion caused by tides, and storm surges. It will also protect shoreline properties and infrastructure from erosion.

**DELIBERATIONS:**

The Authority noted the CRZ map in 1:4000 scale prepared by the NCSCM, Chennai. As per the said map, the project site falls in CRZ IV B and CRZ III (NDZ) area.

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.

Dr Anish Andheria observed that, purpose of the retaining wall is not clear. River meandering is natural process where erosion and deposition take place. At every occasion, proposing the retaining wall deep inside the creek/ river is not environmentally sound.

Dr Sardesai observed that high tide water may not be reaching at the site. Salinity may not be reaching there at the proposed location. This indicates the water body is fresh water. Geography indicates that it is a river meeting the sea and not a creek. Consultant during the meeting presented that the salinity studies would be submitted to confirm that the proposed site is having tidal influence.

Dr. Amit Bansiwala asked the MMB to submit the topography studies for its project site, along with historical data.

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The Authority observed that the Consultant need to cover the details of the topography along with historical data, saline data, and scientific justification for the proposed bund at the stretch. MMB need to also comprehensive and holistically understand the problem of erosion before proposing the anti-erosion measures.

**DECISION:**

In the light of above, the Authority after deliberation decided to defer the proposal. The MMB may resubmit the comprehensive proposal with details of details of the topography along with historical data, saline data, and scientific justification for the proposed bund at the stretch. MMB need to also comprehensive and holistically understand the problem of erosion before proposing the anti-erosion measures.



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**Item No. 9:** Proposed Construction of Concrete Retaining Wall in Kajirbhati, Nevare Village, Ratnagiri, 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 Concrete Retaining Wall in Kajirbhati, Nevare Village, Ratnagiri. Length of the proposed bund is 150.20 meter.

It was presented that, the wall will help safeguard houses, land, and the Flora from future floods and erosion. This structure will improve safety, reduce future flood risks, and support better living conditions for the local population. The project will also help conserve the coastal environment by reducing erosion and managing water flow properly.

**DELIBERATIONS:**

The Authority noted the CRZ map in 1:4000 scale prepared by the NCSCM, Chennai. As per the said map, the project site falls in CRZ IV B and CRZ III (NDZ) area.

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 Expert Members observed that, creek stretch where the proposed bund is proposed is in line with the coastal stretch at village Nevare -Murugwadi discussed at earlier proposal at Sr No. 8.

Expert Members observed that there is dense vegetation along the creek stretch. Further, it was felt that removal of siltation from the watercourse, could clear the waterways, thus, resolving the issue of erosion.

On similar line with earlier proposal, the Authority observed that the Consultant need to cover the details of the topography along with historical data, saline data, and scientific justification for the proposed bund at the



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stretch. MMB need to also comprehensive and holistically understand the problem of erosion before proposing the anti-erosion measures.

**DECISION:**

In the light of above, the Authority after deliberation decided to defer the proposal. The MMB may resubmit the comprehensive proposal with details of details of the topography along with historical data, saline data, and scientific justification for the proposed bund at the stretch. MMB need to also comprehensive and holistically understand the problem of erosion before proposing the anti-erosion measures.

  
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**Item No. 10:** Proposed Construction of Proposed Protection Bund at Peth Anjanvel, Guhagar Taluk, Ratnagiri District, 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 Proposed Protection Bund at Peth Anjanvel, Guhagar Taluk, Ratnagiri District, Maharashtra Protection bund is proposed to protect the village settlement. Proposed bund is in CRZ IB area. Length of the proposed bund is 600.26 meter and width is 5 meter.

The Consultant presented that the project site falls in CRZ IB, CRZ IVB and CRZ III (NDZ) as per approved CZMP, 2019 and proposed bund is permissible activity as per 5.1.2 (ii), Clause 5.3 (i), Clause 5.4 (iii) of CRZ notification 2019

**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 IB, CRZ IIIB and CRZ IV B area.

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 Authority asked the necessity of the project and any possibility of further reclamation in the creek water by villagers due to proposed bund. Consultant presented that, Anjanvel is a small fishing village located on the south shore at the entrance to the Vasishti River which flows from Chiplun and merge to Arabian sea at Dabhol creek. During the monsoon season, strong wave action and heavy rains increase the risk of inundation for human settlements located along the coastline due to their close proximity to the Arabian Sea. To safeguard the shoreline and coastal community and reduce the risk of flooding, the MMB has proposed constructing a protection bund in Anjanvel.

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Consultant and MMB assured that there will not be further reclamation in the creek water by villagers due to proposed bund. The objective of the bund is to protect the fishermen dwelling units and their settlement.

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.

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

  
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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. 11:** Proposed Construction of Jetty and Allied Facility at Barave, Tal: Kalyan, Dist: 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 and Allied Facility at Barave, Tal: Kalyan, Dist: Thane.

- Jetty - Length of jetty -27m and Width of jetty - 8 m
- Approach Road - Length - 45m and Width - 5 m
- Platform:Length - 70 m and Width - 15 m

The proposed project involves construction of jetty, platform and approach road at Barave village, Kalyan Taluka, Thane district. Currently, there is no designated jetty for safe river access. The riverfront is actively used for cultural and seasonal public events, such as Ganesh idol immersion. In response to local demand for basic infrastructure to ensure safe river access during regular cultural and public events, the MMB has proposed developing a jetty, along with an approach road and platform, at this location.


Consultant presented that, the proposed project falls in CRZ IB, CRZ II, CRZ IV B area as per approved CZMP 2019. The proposed project is permissible activity as per paragraph 5.1.2 (ii), 5.2 (i) & 5.4 (iii) of CRZ notification 2019.

**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 IB, CRZ II and CRZ IVB area.

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.

Expert Members deliberated the proposal and observed that the EIA report shall cover the chapter about the anticipated impacts and mitigation measures on the river due to Idol immersion activity. The Authority noted that currently, the issue of water pollution due to idol immersion is being raised heavily by the

  
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Hon'ble Courts. Hence, the EIA report should cover the chapter on the said issue.

Dr.Amit Bansiwale expressed that PP need to resubmit the proposal with comprehensive details about the road / parking and other facilities. MMB agreed for the same.

**DECISION:**

In the light of above, the Authority after deliberation decided to defer the proposal for submission of comprehensive proposal by the MMB with details chapter on anticipated impacts and mitigation measures on the river due to Idol immersion activity and details about the road / parking and other facilities.

  
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**Item No. 12:** Proposed Construction of Jetty and Allied Facility at Jakimiryia Tarbunder, Tal & Dist. Ratnagiri 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 Allied Facility at Jakimiryia Tarbunder, Tal & Dist. Ratnagiri.

The pile jetty is proposed with length 73.50 meter and width 10.70 meter. Approach road is having length 83.9 meter and width 5 meter.

Consultant presented that the proposed jetty will be supported by vertical piles driven into the creek bed, providing a stable platform for fishing and boat operations. The approach road will connect the jetty to the mainland, improving accessibility.

**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 IVB and CRZ III (NDZ) area. As per the said map, the site also falls in critically vulnerable coastal area.

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.

Dr Rangnath, expert Member observed that proposed jetty is on piles, hence, there would not be obstruction to creek water. Authority observed that MMB to explore the shorted route for approach road to jetty.

The Authority noted that per para 5.1.2(a) & 5.4(iii) (ii) of the CRZ Notification, 2019, the proposed jetty is a permissible activity. Further, as per para 5.3(ii)(c) of CRZ Notification, 2019, the roads are permitted for local inhabitants

  
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The Authority further noted as per para 7(ii) of the CRZ Notification, 2019 (amended on 24<sup>th</sup> November, 2022) & OM dated 29<sup>th</sup> November, 2022, the proposal of slopping ramp which is a standalone 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 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 aims to enhance marine connectivity, directly benefiting the local fishing community by enabling safer and more efficient boat launching and docking.

**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. 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. 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.

  
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6. Project proponent should implement Mitigation measures and Environment Management plan as stipulated in the EIA report, effectively and efficiently during construction and operational phase of the project to ensure that coastal environment is protected.
7. PP may explore the use of eco concrete for construction of jetty, as cladding of the concrete structure in the marine environment.
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. 13:** Proposed Construction of jetty and allied facilities for tourism at Underi, Taluka Alibag, District Raigad, Maharashtra by Maharashtra Maritime Board (MMB).

**INTRODUCTION:**

The MMB officials along with consultant presented the proposal before the Authority.

MMB has proposed the construction of jetty and allied facilities for tourism at Underi, Taluka Alibag, District Raigad, Maharashtra. MTDC has requested this project.

Project involves construction of Pile Jetty having Approach 71.50 X 6.40 m, Berthing - 40 X 13 m and Link span - 20 X 6 m

Consultant presented that Underi Island is a tourist destination that currently attracts 1,000-1,200 tourists weekly during the tourism season (October to January), with numbers steadily increasing. Accessibility to Underi is only possible by sea route. To facilitate this, the Maharashtra Maritime Board (MMB) has proposed a project at Underi, Raigad District.

The proposed project falls in NDZ within CRZ III and CRZ IVA area as per approved CZMP 2019 and it is permissible as per paragraph 5.3 (i) and 5.4 (iii) of CRZ notification 2019

**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 IV A and CRZ III (NDZ) area.

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 Authority noted that, Underi fort is a Island situated in Arabian Sea at a distance of 1.30 km from Coast. Underi fort is a tourist destination. The accessibility to Underi is only by sea route. Currently, there is no facility for boat berthing near the fort, making embarkation and disembarkation of tourists

  
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difficult. Hence, the construction of a jetty has been proposed to facilitate tourists.

Expert Member suggested the use of eco concrete for construction of jetty, as cladding of the concrete structure in the marine environment.

**DECISION:**

The Authority noted that per para 5.1.2(a) & 5.4(iii) (ii) of the CRZ Notification, 2019, the proposed jetty is a permissible activity.

The Authority further noted as per para 7(ii) of the CRZ Notification, 2019 (amended on 24<sup>th</sup> November, 2022) & OM dated 29<sup>th</sup> November, 2022, the proposal of slopping ramp which is a standalone 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 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. 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.

  
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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. PP may explore the use of eco concrete for construction of jetty, as cladding of the concrete structure in the marine environment.
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. 14 to 28: Proposals of MMB**

The Authority observed that proposals of MMB are lacking crucial details and required studies for their projects. MMB need to come prepared for the presentation with required details like details of the topography along with historical data, saline data, and scientific justification for the proposed bund at the stretch so that Authority could decide the matter. MMB need to also comprehensive and holistically understand the problem of erosion before proposing the anti-erosion measures. Accordingly, the proposals are deferred.

  
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**Item No. 29:** Proposed construction of Tunnel from Yewai Master Balancing Reservoir to Kasheli Tal. Bhiwandi Dist. Thane by Brihanmumbai Municipal Corporation (MCGM)

**INTRODUCTION:**

The MCGM official along with Consultant proposal before the Authority. The MCGM has proposed construction of Tunnel from Yewai Master Balancing Reservoir to Kasheli Tal. Bhiwandi Dist. Thane.


The project encompasses the construction of a deep gravity tunnel connecting the Yewai Master Balancing Reservoir (MBR) to Kasheli, with an intermediate shaft located at Tarali, positioned approximately at the midpoint of the tunnel alignment. In the proposed tunnel system shafts are provided to access the tunnel during construction, maintenance, and allowing connectivity of the tunnel with the pipelines.

The project involves development of shafts at Yewai MBR and Tarali along with the construction of a deep gravity tunnel system connecting the Yewai MBR to Kasheli which is 14.1 Km in length. It is about 153.91 to 162.76 m below the ground level.

- Yewai to Tarali Shaft 2 - 8071.08 m
- Tarali Shaft 2 to 2A- 71.3 m
- Tarali Shaft 2A to Kasheli - 5978 m
- Total Length 14.1 km

The total length of the tunnel is 14.1 km, the total shaft and tunnel construction area is 7.7978 ha. The proposed water conveyance system incorporates a deep gravity tunnel connecting the Yewai (MBR) to Kasheli. This tunnel will serve as the primary conduit for transporting treated potable water. Construction will involve the creation of access shafts at both the Yewai and Tarali locations. This new tunnelling infrastructure is intended to replace the existing trunk distribution mains currently serving the Yewai MBR to Kasheli corridor.

The existing potable water supply to Mumbai relies on two aging, above-ground pipelines running from Yewai MBR to Kasheli, servicing the city's reservoir system. Given their age and exposed location, these pipelines are vulnerable, and any damage poses a significant risk of disrupting water delivery, potentially impacting 50% of the city's supply. Therefore, an urgent upgrade is required through the complete replacement of these existing pipelines. The

  
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Brihanmumbai Municipal Corporation (BMC) owns and operates this longstanding water supply and distribution system and recognizes the need for modernization. This project proposes to significantly improve the system by replacing the antiquated pipelines.

Consultant presented that, the proposed project falls in CRZ IA, 50 m Mangrove Buffer Zone, CRZ IB, CRZ II, CRZ III B as per CRZ Notification 2019. The proposed activity is permissible activity as per CRZ notification 2019 under section 5.1, 5.2 and 5.3 of the CRZ Notification, 2019.

**DELIBERATIONS:**

The Authority noted the CRZ map in 1:4000 scale prepared by the NCSCM, Chennai, as per which, as per which, As per approved CZMP the Proposed Tunnel area falls in CRZ IA (Mangrove & 50m Mangrove Buffer Zone), CRZ IB (Intertidal Zone) and No Development Zone category. The proposed Kasheli Shaft, Tarali Shaft 2, Tarali Shaft 2 and Yewai Shaft 1 falls within outside of CRZ category such as CRZ I, CZ II, CRZ III and CZ IV.

The area (in m<sup>2</sup>) of proposed project activities fall under each CRZ category is given in the following Table:-

Proposed Project Activities	Area in m <sup>2</sup>					
	CRZ IA (Mangrove)	CRZ IA (50m Mangrove)	CRZ IB (intertidal Zone)	No Development Zone	Outside of CRZ Area	Total Area
Tunnel	2427.31	2561.73	93.74	590.42	69,133.13	74,712.60

The PP has submitted the EIA report prepared by the Terracon Ecotech Pvt. Ltd. (Nabet Accredited Consultant). The Authority noted the observations, anticipated impacts and mitigation measures proposed in the EIA report. Certain observations of the EIA report is mentioned as below:

- The construction of underground shafts at Yewai (162.7 meters deep) and Tarali (153.9 meters deep) will result in minimal disturbance at the surface level, ensuring no alteration to current land use practices.
- Shaft construction can lead to compaction, reducing permeability and increasing ground instability. It generates vibrations that affect nearby structures and utilities. Surface excavation may cause soil displacement, risking subsidence, especially in weak strata. Erosion can occur if surface

  
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disturbance isn't managed, and soil layer displacement can alter natural compaction and structure.

- During shaft construction, heavy machinery and excavation & piling activities can cause soil pollution through the release of contaminants such as oils, fuels, lubricants, and chemicals, as well as the disturbance of soil through compaction, and the generation of muck. These pollutants can degrade soil quality, hinder plant growth, and disrupt local ecosystems.
- Use low-pressure or tracked vehicles to reduce soil compaction. Limit construction vehicle movement to designated routes to avoid unnecessary damage to the surrounding land. • Design and implement temporary drainage systems during construction to manage surface runoff and prevent flooding or erosion. Retention ponds or other water capturing measures can be used to minimize impacts on surrounding areas.
- No significant impact is expected on groundwater during the operation phase. Continue monitoring groundwater levels using piezometers to ensure stability.
- Excavated muck (~3,00,000 Cum), if not stored properly, may be carried by rainwater into Thane Creek affecting surface water and sediment quality.
- Excess muck and solid waste will be disposed of via authorized vendors using covered trucks.
- Install silt curtains and sediment traps to control erosion and sediment flow. Conduct excavation during dry periods to minimize runoff into the creek.
- Implement non-toxic drilling fluids and proper wastewater treatment to prevent contamination.
- Restrict construction activities near sensitive ecological zones, such as mangroves and breeding areas.
- The nature of the work involves in this project involve blasting, quantity and duration of exposure and automobile and automotive used for the activities impacts on noise generation. Tunnel Boring Machines (TBMs) produce noise due to the cutting head rotation, conveyors, and support equipment.
- Install temporary noise barriers or acoustic enclosures around gantry machines and cranes to absorb and block the transmission of noise, especially when working in sensitive area .
- The construction work should be carried out during daytime period as specified by CPCB i.e. from 6 AM to 10 PM
- The muck quantity 3,00,000 cub meters Will be disposed to private dumping site atBhadane Village approx. 8 km from Yewai MBR site

  
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- Municipal waste will be disposed through authorized vendors
- Hazardous waste should be disposed as per hazardous waste management rules, 2016.
- Even though the project requires minimal tree cutting, careful planning is needed to ensure that construction activities do not cause other environmental disruptions. Measures like dust suppression, noise control, and effective waste management should be in place to protect surrounding areas from any negative impacts.

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

- 1) As per para 5.1.1 (ii) of the CRZ Notification, 2019:

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

- 2) As per para 5.1.1(iii) of the CRZ Notification, 2019, "public utility projects are permissible in CRZ I areas"
- 3) As per para 5.1.2 (xv) of CRZ Notification, 2019, Pipelines, conveying systems including transmission lines.
- 4) As per para 5.2(i) of the CRZ Notification, 2019, Activities as permitted in CRZ-I B, shall also be permissible in CRZ-II, in so far as applicable.
- 5) 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, in so far as applicable.
- 6) As per para 7(ii) and (iii) 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"*

*"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*

  
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*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 EIA report states that, this infrastructure enhancement is designed to modernize the city's aging water distribution network, particularly in regions where the current pipeline infrastructure has exceeded a century of service, leading to prevalent leaks, potential contamination, and accessibility challenges.

The Authority noted that the proposed Potable Water Conveyance Tunnel from Yewai MBR to Kasheli is critical water infrastructure project aims at optimizing water resources, enhancing urban resilience, and promoting environmental sustainability.

**DECISION:**

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

1. The proposed project should be carried out strictly as per the provisions of CRZ Notification, 2019 as amended from time to time and with a commitment of protection and conservation of coastal environment.
2. PP to ensure that the design and construction method of the tunnel and shaft should be implemented ensuring minimal disturbance to the coastal environment
3. PP to ensure that proposed activities should be carried out with exercising extra caution with objective to have less impact on the mangroves and coastal ecology.
4. Prior High Court permission should be obtained by the PP as per Hon'ble High Court order dated 17<sup>th</sup> Sep, 2018 in PIL 87/2006, since the project affected by mangroves and its 50 m mangrove buffer zone area.
5. PP to obtain the prior Forest Clearance under Forest (Conservation) Act, 1980.
6. NoC from the Mangrove Cell should be obtained by the PP.




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7. PP shall undertake compensatory mangrove plantation in accordance with provisions of the CRZ Notification, 2019, in consultation with the Mangrove Cell.
8. Adequate measures should be implemented in order to mitigation fugitive dust emission during construction phase. Periodic monitoring of air quality shall be carried out and prompt remedial action should be undertaken in case deviations from NAAQS are recorded.
9. PP to implement C & D waste management plan strictly as per Construction and Demolition Waste Management Rules, 2016.
10. During the construction phase, sustainable construction practices & exploration of other alternatives needs to be explored by the PP to maintain the stability & integrity of the Coastal environment. Necessary training / awareness should be imparted to contractors & workers so that adequate environmental safeguards could be implemented on site, during execution of the project activities.
11. PP to ensure that noise and vibration level is within permissible limit during construction phase of the project. Noise barriers are erected at appropriate locations.
12. Project proponent should implement Environment Management plan for the project effectively and efficiently during construction and operational phase of the project to ensure that coastal environment is protected. It is also suggested to have a third-party monitoring/Audit of all such management initiatives by Govt agency during and after completion of project from time to time.
13. 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
14. 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.
15. Debris generated during the project activity should not be dumped in CRZ area. It should be processed scientifically at a designated place.
16. All other required permissions from the concerned statutory authorities should be obtained prior to commencement of the work.

  
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**Item No. 30:**

Amendment in EC/CRZ for Proposed repairs limited to reconstruction of existing Cruise Terminal Building of Mumbai Port Trust at Ballard Pier Extension, Indira Dock, Mumbai by Mumbai Port Authority

**Introduction:**

The Mumbai Port Authority has submitted proposal for amendment in EC/CRZ for Proposed repairs limited to reconstruction of existing Cruise Terminal Building of Mumbai Port Trust at Ballard Pier Extension, Indira Dock, Mumbai.

Earlier PP has obtained CRZ clearance from MCZMA on 07.02.2019 under CRZ Notification, 2011 reconstruction of existing Cruise Terminal Building on site under reference. The new International Cruise Terminal building comprises of Ground + 3<sup>rd</sup> floors. Further, PP has also obtained Environmental Clearance from SEIAA on 31.03.2020.

Now, PP has submitted proposal for amendment in CRZ clearance by proposing construction of Multi Level Car Parking (MLCP) having Ground + 5 floors adjacent to International Cruise Terminal building. The said proposal of amendment was considered in 172<sup>nd</sup> meeting of MCZMA held on 05<sup>th</sup> February, 2024 & recommended the proposal to SEIAA for grant of CRZ Clearance under CRZ Notification, 2019.

The proposal of amendment was considered by SEIAA in its 276<sup>th</sup> meeting held on 24<sup>th</sup> June, 2024. The SEIAA noted that PP has obtained CRZ clearance from MCZMA on 07.02.2019 and Environmental Clearance from SEIAA on 31.03.2020 for reconstruction of existing Cruise Terminal Building on site under reference. Now, PP has submitted proposal for amendment in CRZ clearance. The SEIAA observed that construction of Multi Level Car Parking (MLCP) having Ground + 5 floors is newly proposed on vacant land adjoining to Cruise Terminal Building and situated on seaward side of existing road.

The SEIAA after deliberation decided to refer back the proposal to MCZMA for examination of amendment proposal in light of provisions of CRZ Notification, 2019.

  
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As the SEIAA has refer back the amendment proposal to MCZMA for examination in light of provisions of CRZ Notification, 2019. Therefore, MCZMA again examined the proposal of amendment including the CRZ map in 1:4000 scale & provisions of CRZ Notification, 2019.


The Authority in its 176<sup>th</sup> meeting observed that, earlier MCZMA vide letter dated 07.02.2019 has granted recommendation from CRZ point of view under para 8.II (iii) of CRZ Notification, 2011 for reconstruction of existing Cruise Terminal Building on site under reference. Now, PP has submitted proposal for amendment in CRZ recommendation by proposing construction of Multi Level Car Parking (MLCP) having Ground + 5 floors adjacent to International Cruise Terminal building. The Authority noted that the PP has submitted the CRZ map in 1:4000 scale prepared by IRS, Chennai. As per CRZ map, Multi Level Car Parking (MLCP) is falls in CRZ II. As the new construction is proposed on seaward side, the Authority after deliberation decided to send the matter to MoEF&CC New Delhi to take appropriate decision on the proposed new construction of Multi Level Car Parking (MLCP) as per CRZ Notification, 2019. Accordingly, MCZMA vide letter dated 05.09.2024 referred the matter to MoEF&CC, New Delhi.

**Deliberation:**

The Authority noted that, MoEF&CC New Delhi vide letter dated 27.02.2025 requested MCZMA to take decision in compliance with provisions stipulated under CRZ Notification, 2019. Further, MoEF&CC New Delhi vide letter dated 16.06.2025 informed the followings:

*"The matter has been examined and the Ministry hereby clarifies as follows in the context of the CRZ Regulations, 2019:*

- i) CRZ Notification 2019 is applicable for the State of Maharashtra. Para 5 of the Notification provides for the regulation of permissible activities in CRZ areas.*
- ii) Para 5.1.2 provides the activities that shall be regulated or permissible in the CRZ-IB areas, which includes foreshore facilities like ports.*
- iii) As per para 5.2 (i) ports and its related infrastructure are permissible in CRZ-II area. The proposed Multi Level Car Parking building (MLCP) required for Port activities falls in CRZ-II area, as per the CRZ Notification 2019. Thus, the*

  
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*MLCP required for the Port activities as per proposal is permissible in the CRZ-II area.*

*Based on the above clarification, SEIAA Maharashtra may consider the amendment proposal and take a considered decision as per the extant provisions of EIA Notification, 2006 and CRZ Notification, 2019."*

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

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 clarification received from MoEF&CC New Delhi vide letter dated 16.06.2025, SEIAA Maharashtra may consider the amendment proposal and take a considered decision as per the extant provisions of EIA Notification, 2006 and CRZ Notification, 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 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 as per Town and Country planning regulations existed as on 18<sup>th</sup> January, 2019 before issuing commencement certificate to the project.



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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. 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. PP to explore the option of installation of the STP for treatment of the wastewater.
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. 31:** Proposed development Pratik Greens-II project at Survey No. 81/1/3, 84/4/3, (old-149/1/3C,151/4C) and Survey No. New 86/4/1,86/4/2,86/3 (Old-131/4A, 131 4B,131/3) Nilje, Dombivali , Tal- Kalyan, Maharashtra by M/s. Shrivawala Estate Developers LLP

**Introduction:**

The project proponent along with consultant presented the proposal before the Authority. The proposal is for development Pratik Greens-II project at Survey No. 81/1/3, 84/4/3, (old-149/1/3C,151/4C) and Survey No. New 86/4/1,86/4/2,86/3 (Old-131/4A, 131 4B,131/3) Nilje, Dombivali , Tal- Kalyan,


Consultant presented that, Proposed Development of pratik Greens II Project having (Ht. 84.60 mt.) with total 26 nos. of floors for Residential user Building Configuration:

- Building 1: Ground floor(shop)+ 1st floor (office)+ 2nd to 26th floor (residential) Building 2: Ground floor (Parking) + 1st to 26th floor (residential)
- Building 3: Ground + 05 Floors (Commercial)
- Building 4: Ground + 06 level podium + 7th Floor Podium Garden
- Building 5: Ground floor(Part parking) & Residential units + 1st to 7th floor

Plot area is 8780.00 Sqm, FSI area is 36211.51 sqm, Non FSI area is 15548.83 Sqm, Total Construction area is 51760.34 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 for construction of proposed building "Prathik Green II" on land bearing Survey Nos. 149/1/3C, 150/2, 151/4C, new Survey Nos. 81/1/C, 84/4C, 131/4A & 4B, village Nilje, taluka Kalyan, district Thane, Maharashtra falls partly between HTL for creek and the 50m setback line from HTL for creek as per approved CZMP (Map No. MH 80) published vide CRZ Notification 2019. Hence, the aforementioned project site falls partly inside CRZ-II with remaining area outside CRZ as per approved CZMP.

  
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However, the proposed construction of buildings "Prathik Green II" in aforesaid project site falls completely outside 50m setback line from HTL for creek, hence falls completely outside CRZ as per approved CZMP. Area of project site in CRZ zones:-

Sr. No.	CRZ- Classification	Area In Sq.m.
1	CRZ -II	40.00
2	Outside CRZ	8740.00
	Total Area	8780.00

The Authority noted that, proposed construction of buildings "Prathik Green II" in project site falls completely outside CRZ area. However, small portion of the project site falls in CRZ-II.

The Authority noted that Activities proposed beyond CRZ areas as per approved CZMP, 2019 are outside the ambit of CRZ Notification, 2019. There shall not be impact on CRZ area, from any activities proposed to be carried out in Non CRZ area. The concerned planning authority should strictly ensure the same. 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 construction should be carried out strictly on outside CRZ as per approved CZMP under CRZ Notification, 2019
2. The concerned Planning Authority shall ensure that no construction is allowed in CRZ-II area.
3. The concerned Planning Authority shall ensure that there shall not be impact on CRZ area, from any activities proposed to be carried out in Non CRZ area.
4. PP to obtain the Environment clearance under EIA Notification, 2006 since total construction area exceeds 20,000 Sqm.
5. PP to implement environment measures such as rainwater harvesting, solar lighting, STP, OWC etc.

  
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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. 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. 32:** Proposed reconstruction of Clubhouse on plot bearing C.S.No.47 (pt) of Lower Parel Division, in 'G/South' Ward, Mumbai by Royal Western India Turf Club Limited

**Introduction:**

The project proponent along with consultant presented the proposal before the Authority. The proposal is for Proposed reconstruction of Clubhouse on plot bearing C.S.No.47 (pt) of Lower Parel Division, in 'G/South' Ward, Mumbai

proposed development of Clubhouse on plot bearing C.S.No.47 (pt) of Lower Parel Division, in 'G/South' Ward, Mumbai - 400 034 (Plot No.1J of Mahalaxmi Flats Estate mentioned in Schedule 'W' to the Mumbai Municipal Corporation Act, 1888) proposed by M/s. Royal Western India Turf Club Limited.

The proposed project is in conformity with the Development Plan 2034 of Brihanmumbai Municipal Corporation (B.M.C.). As per DP 2034, the site u/r falls within Residential and commercial zone and has multiple reservations affecting the plot.

As per notification by Govt. of Maharashtra vide no. TPB-4324/C.R.146/2024/UD-11 dtd. 14/10/2024, the entire layout plan has been divided into 7 subplots - A, B, C, a, D, E & F out of which subplot A, B, C & a falls under jurisdiction of Maharashtra government & subplot D, E & F is in the ownership of B.M.C. which are currently given on lease to Royal Western India Turf Club Limited for the period of 30 years.

As per Modification u/sec 37 of MR&TP Act & as per notification no. TPB-4324/C.R.146/2024/UD-11 dtd. 14/10/2024, the existing amenity has been modified for Subplot F as Existing Mahalaxmi Racecourse Club/Gymkhana subject to conditions as mentioned in notification.

The proposed project will be developed in F plot having a plot area of 1,30,207.61 sq. m. as per the concession approval from H 'b Municipal Commissioner vide letter & plan No. EB/9304/D/A/337/28/Amend dated 04.06.2025. The footprint for proposed building will be 9,329.11 Sq. M. The total construction area envisaged for the proposed project is 65,654.21 Sq. M. with FSI Area of 40,258.55 Sq. M. & Non-F.S.I area of 25,395.66 Sq. M. Proposed project comprises of 1 Clubhouse/gymkhana & 1 banquet hall.

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Consultant further presented that 2nd Enclosure stand, (Basement + Ground + 1st upper Floor), Garage, Hooves, Quarantine Stables & Canteen existing on site under reference.

Proposed construction involves:-

- Building No. 1 (Club House/Gymkhana): 2 basements + Ground Floor to 2nd floor for Clubhouse/Gymkhana + Service floor between 2nd and 3rd Floor + 3rd to 7th upper floor for lodging establishments - (Height 31.95 m)
- Building No. 2 (Banquet Hall): Ground - (Height 14.72 m)
- Other Ground + 1 Structures.
- 

Consultant presented that, project site partly falls in CRZ and non CRZ area. However, proposed construction in non CRZ area only.

Plot area is 130207.61 Sqm, FSI area is 40258.55 sqm, Non FSI area is 25395.66 Sqm, Total Construction area is 65654.21 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 for the construction by M/s. Royal Western India Turf Club Limited, Race Course K.K Marg, Mahalakshmi, Mumbai - 400 034 in F Block of Mahalakshmi Race Course Mumbai on Land Bearing CS. No. 46 & 13/47, Lower Parel Division, G/S Ward, Mumbai, Maharashtra falls partly inside CRZ - II and CRZ III (NDZ within CRZ - II Greater Mumbai) with remaining area Outside CRZ as per approved CZMP (Map No. MH 72).

Proposed LOS on Mother Earth falls partly CRZ - III (NDZ within CRZ - II Greater Mumbai) with the remaining area Outside CRZ whereas Proposed Building falls fully Outside CRZ as indicated in the local level CRZ map.

**Area of Project Site and Proposed Activities in Various CRZ:-**

Description	CRZ - Classification	Area in Sq.m	Total Area in Sq.m
Project Site Boundary	CRZ - II	1116.73	133936.69
	CRZ - III(NDZ within CRZ - II	37847.15	
	Outside CRZ	94972.81	

  
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Proposed LOS on Mother Earth	CRZ - III(NDZ within CRZ - II	16537.94	30059.12
	Outside CRZ	13521.18	
Proposed Building	Outside CRZ	11594.85	11594.85

The Authority noted that, proposed construction in project site falls completely outside CRZ area.

The Authority noted that Activities proposed beyond CRZ areas as per approved CZMP, 2019 are outside the ambit of CRZ Notification, 2019. There shall not be impact on CRZ area, from any activities proposed to be carried out in Non CRZ area. The concerned planning authority should strictly ensure the same. 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 construction should be carried out strictly on outside CRZ as per approved CZMP under CRZ Notification, 2019
2. The concerned Planning Authority shall ensure that no construction is allowed in NDZ within CRZ-II area.
3. The concerned Planning Authority shall ensure that there shall not be impact on CRZ area, from any activities proposed to be carried out in Non CRZ area.
4. PP to obtain the Environment clearance under EIA Notification, 2006 since total construction area exceeds 20,000 Sqm.
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.

  
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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. 33:** Proposed structural repairs to Sunder Bhavan Building No. 32-38 Perin Nariman Street C S No. 1310 Fort Division Mumbai 400001 by M/s. Sanhotra B I And Associates

**Introduction:**

The Architect presented the proposal before the Authority. The proposal is for structural repairs to Sunder Bhavan Building No. 32-38 Perin Nariman Street C S No. 1310 Fort Division Mumbai 400001

Architect presented that, 100 % structural repairs amounting to reconstruction and lift on medical grounds in the Sunder Bhavan Building No. 32-38, Perin Nariman Street, C S No. 1310, Fort Division, Mumbai

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

The proposal u/no. P-12047/2022/(1310)/A Ward/FORT was approved by the MC, MCGM on 27.12.2023. Subsequently IOD was issued on 21 March 2025.

Plot Area is 42.64 Sqm, Total Construction area is 156.08 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 project site falls in CRZ-II.

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

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

**Decision:**

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

1. The concerned Planning Authority shall ensure that the proposed reconstruction should be carried out strictly as per the provisions of CRZ Notification, 2019 (as amended from time to time) and guidelines/ clarifications given by MoEF&CC from time to time.
2. The concerned Planning Authority should strictly ensure that proposed reconstruction is subject to local town and country planning regulations as applicable from time to time and it is within the limit of permissible FSI as per Town and Country planning regulations existed as on 18<sup>th</sup> January, 2019 before issuing commencement certificate to the project.
3. Debris generated during the project activity should not be dumped in CRZ area. It should be processed scientifically at a designated place, 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. 34:** Proposed amendment in the existing Bombay Stock Exchange building situated in the Bombay Stock Exchange plot, plot bearing C.S. no. 206, 79, 80, 81, 1/82 and 1/206 of Fort Division at junction of Ambalal Doshi marg, Dalal street and Bombay Samchar Marg, Fort, Mumbai for M/s. Bombay Stock Exchange Ltd

**Introduction:**

The project proponent along with Consultant presented the proposal before the Authority. The proposal is for amendment in the existing Bombay Stock Exchange building situated in the Bombay Stock Exchange plot, plot bearing C.S. no. 206, 79, 80, 81, 1/82 and 1/206 of Fort Division at junction of Ambalal Doshi marg, Dalal street and Bombay Samchar Marg, Fort, Mumbai

Consultant presented that, the proposal pertains to an alteration in existing buildings (P J tower and Rotunda) of Bombay Stock Exchange situated on plot bearing C.S. No. 206, 79, 80, 81, 1/82 & 1/206 of Fort Division, Mumbai.

The Occupation Certificate (OCC) were granted by BMC to PJ tower in 19.7.1979, 15.4.1980 & 20.4.1983 respectively and Rotunda building completion certificate was submitted in 7.5.1992, however same was not granted.


Urban Development Department Govt. of Maharashtra has granted FSI by charging premium of area admeasuring. 8972.61 sqm vide letter no TPB4323/89/C. No. 57/2024/UD-11 dated 13.06.2024.

Service floor area of PJ tower (3rd floor, 13th , 26th and 28th floor ) and Rotunda (mezzanine floor ) granted free of FSI previously are now proposed to be used for Offices/ data center by counting area of same as FSI by charging premium as per additional FSI granted by Urban Development Department Govt. of Maharashtra .

As per D P Remarks of 2034, the plot under reference is situated in Commercial zone.

Plot Area is 4970.36 Sqm, FSI area is 34271.44 sqm, Non FSI area is 9549.79 Sqm, Total Construction area is 43821.23 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 site falls in CRZ-II.

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

The Authority asked about details of proposed area in alteration in the proposal. The Consultant presented that Proposal involves replacing two existing escalators closing voids admeasuring 168.80 sqm in existing Rotunda building. No new construction or land development is involved as the alteration is within an existing footprint/building floors. Hence, construction area involved in proposal is only 168.80 sqm.

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

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

**Decision:**

After deliberation, the Authority decided to recommend the proposal from CRZ point of view under CRZ Notification, 2019 to 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 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 18<sup>th</sup> January, 2019 before issuing commencement certificate to the project.

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



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**Item No.35:** Representation regarding project located at land bearing S. No. 341 (pt), CTS No. 629 (pt) of village Bandra and S. No. 4(pt), CTS No. 8 (pt) of village Parighkhar in Bandra - Kurla Complex, Mumbai by The Indian Film Combine Private Limited. (Hon'ble High Court order dated 10<sup>th</sup> July, 2025 in Hon. High Court matter WP No. 20106 of 2025)

**INTRODUCTION:**

The Authority noted that the Hon'ble High Court has passed an order dated 10<sup>th</sup> July, 2025 passed in WP No. 20106 of 2025 pertaining to representation dated 28<sup>th</sup> April, 2025 project located at land bearing S. No. 341 (pt), CTS No. 629 (pt) of village Bandra and S. No. 4(pt), CTS No. 8 (pt) of village Parighkhar in Bandra - Kurla Complex, Mumbai.

As per the above said order dated 10<sup>th</sup> July, 2025 of the Hon'ble High Court, hearing in person or to the representatives of the Petitioner, The Indian Film Combine Private Limited (IFC) shall be given before deciding the representation dated 28<sup>th</sup> April, 2025 of the Petitioner.


Considering the above said Hon'ble High Court order, representatives of the petitioner were called for the hearing before the Authority.

**DELIBERATIONS:**

Dr. Punit Gupta, Director, Indian Film Combine Pvt Ltd along with representatives were present before the Authority

The Authority noted that the Indian Film Combine Pvt Ltd submitted its representation dated 28<sup>th</sup> April, 2025 pertains to decision stipulated in letter dated 4<sup>th</sup> February, 2022 of the MCZMA - *"In the light of above, after detailed discussion and deliberation, the Authority decided that the PP needs to take prior High court permission, since the area is within 50 m mangrove buffer zone area, as per the report of the mangrove Cell"*

The Petitioner vide the said representation has stated that the said decision of obtaining the High Court permission is unsustainable and liable to be recalled. Petitioner has requested to withdraw the letter dated 4<sup>th</sup> February, 2022 and permit to continue the remaining works of the project.

  
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The Authority heard the representatives and after deliberation came to conclusion that certain more details / information would be required from the Petitioner for deciding the matter. Further a report from the Mangrove Cell will also be required.

**DECISION:**

In view of above, after deliberation, the Authority decided that petitioner need to submit the following information:

1. All permissions and approvals issued by the competent Authorities for the projec
2. CRZ map in 1:4000 scale indicating project layout prepared by MoEF&CC authorized agency as per CRZ Notification, 1991, 2011 and 2019.
3. Construction status with google timeline imageries indicating site under reference along with approval letters from the competent Authority.

The Authority further decided that the Mangrove Cell need to provide their report in the matter with respect to applicability & status of 50 m mangrove buffer zone, in view of the representation submitted by the applicant.

On receipt of the said information, the petitioner shall make a detailed presentation before the Authority for further appropriate decision in the matter.



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**Annexure I**

List of members/officials present in the online meeting:

1. Mr. Pravinsingh Pardeshi, Chairman, BNHS, Member, MCZMA
2. APCCF, Mangrove Cell, Member, MCZMA
3. Dy. Che. Eng. DP, MCGM, Member, MCZMA
4. Representative from CMFRI, Member, MCZMA
5. Shri. Mirashe, Representative from Industries Dept,
6. Dr. L. R. Ranganath, CWPRS, Expert Member, MCZMA
7. Dr. Milind Sardesai, Savitribai Phule Pune University, Expert Member, MCZMA
8. Dr. Amit Bansiwala, Neeri, Expert Member, MCZMA
9. Mr. Abhay Pimparkar, Director, Environment & CC and Member Secretary, MCZMA

  
Member Secretary

  
Chairperson