

**Minutes of the 189<sup>th</sup> Meeting of Maharashtra Coastal Zone Management  
Authority held on 06<sup>th</sup> October, 2025**

The 189<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 06<sup>th</sup> October, 2025. List of members present in the meeting is attached as Annexure-I.

**Confirmation of Minutes of 187<sup>th</sup> meeting of MCZMA:**

The Authority decided to confirm the Minutes of 188<sup>th</sup> meeting of MCZMA held on 15.09.2025 without any change.

**Item No. 1:** Proposed expansion & amendment At Plot Bearing C.T.S No. 999 (Pt) At Village Worli, Mumbai by M/s. Sugree Developers Pvt. Ltd

**INTRODUCTION:**

The project proponent along with Consultant presented the proposal before the Authority. The proposal is for expansion & amendment At Plot Bearing C.T.S No. 999 (Pt) At Village Worli, Mumbai.

Consultant presented that, the proposal is a redevelopment project under MHADA 33 (5) scheme at Plot Bearing C.T.S No. 999 (Pt) At Village Worli, Mumbai. Earlier, the project was received MCZMA recommendation dated 1st October 2020 Vide Letter No. CRZ 2019/CR 221/TC4. Received Environment Clearance No. SIA/MH/MIS/290866/2022 dated: 26/05/2023 for Total Built Up Area of 36,957.39 sq.m

Now, due to change in project planning and increase in areas, applied for amendment & expansion in the project for Total Built Up Area of 44,726.65 sq.m comprises as follows:-

**Sale:** 02 level basement + ground floor part on stilt + Mezzanine floor + 1st to 17th podium floor for surface car parking by way of 06.00 mtrs. wide two-way ramp & 02 Nos. of lifts + service floor + 18th floor for amenities + 19th to 33rd upper residential floor

**Rehab:** 02 level basement + ground floor part on stilt + 1st & 2nd podium floor for surface car parking by means of car lift + 3rd floor as service floor + 4th to 23rd upper residential floor



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

Plot area is 3201.00 Sqm, FSI area is 12963.11 sqm, Non FSI area is 31763.54 sqm, Total Construction area is 44726.65 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 observed that, as per Project Information Details submitted by Project Proponent on Parivesh Portal, earlier recommendation of MCZMA mentioned as "No" and EIA Notification, 2006 is mentioned as "Not applicable". However, PP has already obtained earlier recommendation of MCZMA and the project attracts the EIA Notification, 2006.

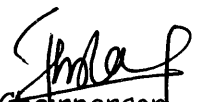
The Authority observed that wrong information has been submitted by the Project Proponent in the prescribed Form- Project Information Details. The Consultant accepted the said mistakes in the Form and new form will be submitted on Parivesh Portal afresh. Consultant agreed to withdraw the proposal.

**DECISION:**

After deliberation, the Authority decided to delist the present proposal from the records of MCZMA .

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**Item No. 2:** Proposed Construction of building at plot bearing C.T.S. No. 1221 of Bandra-C village, Sherly Rajan road , Bandra West, Mumbai by M/s. Kripa Oneness Pvt Ltd

**Introduction:**

The project proponent along with consultant presented the proposal before the Authority. The proposal is for Construction of building at plot bearing C.T.S. No. 1221 of Bandra-C village, Sherly Rajan road , Bandra West, Mumbai.

Consultant presented that, proposed new residential building comprising of Stilt + 1st to 21st Upper Residential floor + Terrace.

Plot area is 600.20 Sqm, FSI area is 2892.76 sqm, Non FSI area is 1187.24 Sqm, Total Construction area is 4080.00 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.

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

The Authority noted that the proposal was earlier considered in the 184<sup>th</sup> meeting of MCZMA held on 18.07.2025 and observed that PP need to submit the followings: 1) Plan approval and IOD, 2) Tree Census and details of tree cutting & 3) DP Remarks by MCGM.

Consultant presented that, PP has obtained IOD dated 03.09.2025 from MCGM. There are 7 nos. of trees existing on site which are not coming in the proposed construction of building. Further, PP has submitted DP remarks dated 27.01.2025 issued by MCGM.

The Authority observed that, as per DP remarks dated 27.01.2025 issued by MCGM the site under reference falls in residential Zone and reserved for RR 2.1 (Rehabilitation and Resettlement). However, the PP in its form- Project Information Details on Parivesh Portal mentioned that there is No reservation

  
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as per DP remarks. Authority felt that there is no clarity on reservation on site from the presentation and the Form submitted by PP.

The Authority observed that wrong information has been submitted by the Project Proponent in the prescribed Form- Project Information Details. The Consultant accepted the said mistakes in the Form and new form will be submitted on Parivesh Portal afresh. Consultant agreed to withdraw the proposal.

**DECISION:**

After deliberation, the Authority decided to delist the present proposal from the records of MCZMA .

  
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**Item No.3:**                      **Enhancement of Airport Capacity of Navi Mumbai International Airport (NMIA) at Ulwe, Panvel, Taluka, Raigad, District, Maharashtra by M/s. Navi Mumbai International Airport Private Limited (NMIAL)**

The representative of the Navi Mumbai International Airport Private Limited (NMIAL) along with consultant presented the proposal before the Authority.

Initially, the Ministry of Environment and Forest, New Delhi vide letter dated 22.11.2010 granted the CRZ and Environment Clearance for the project of Navi Mumbai International Airport (NMIA) spanning a 1,160 hectare, located in Ulwe, Taluka, Panvel, District Raigad, Maharashtra. The project was for a passenger handling capacity of 60 million passengers per annum (MPPA) and Cargo handling capacity of 1.5 Million Metric Tones per Annum (MMTPA). Extension of validity of EC & CRZ Clearance accorded vide letter dated 20.12.2017 which is transferred to NMIA name vide letter dated 17.08.2020. Due to COVID-19 pandemic, the validity of the clearance was extended for 12 months from the date of expiry. Current EC & CRZ Clearance for NMIA project was received by NMIAL from MOEF&CC on 28.11.2021 which is valid upto 27.11.2031, reaffirming the same passenger handling capacity of 60 MPPA and 1.5 MMTA of cargo as outlined in the previous EC of 2010.

Simultaneously, Clearance from the National Board of Wildlife (NBWL) was obtained on 1.8.2013. Hon'ble High Court on 29.10.2013 has granted the approval for the Mangrove Cutting. Forest Clearance (stage II) has been granted on 24.4.2017.

The NMIA is an on-going project, and is being implemented in multiple phases, based on the projected future air traffic demand, and in accordance with terms of Concession Agreement signed between NMIAL and CIDCO. The planning and execution of these phases are in accordance with the Environmental & CRZ Clearance issued for the project in 2021.

The Phase 1&2 of NMIA with passenger handling capacity of 20 MPPA & 0.57 MMTA cargo handling capacity is currently under construction for commencement of operations later this year in 2025.

Meanwhile, the NMIA appointed International consultant M/s. ICF Consulting (India) Pvt. Ltd. prepared fresh Air Traffic Forecast Study of Mumbai Metropolitan Region (MMR) & NMIA in 2024-2025. This Air Traffic Forecast study of NMIA & MMR indicates that, if NMIA capacity is limited to its current capacity of 60 MPPA then Mumbai city and MMR shall face airport capacity deficit of minimum 30 MPPA to 68 MPPA in next 15 years (2025-2040), further increasing to 75 MPPA to 142 MPPA in next 25-year period (2025-2050).



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In view of this, the NMIA considered it imperative to explore all possibilities of enhancing capacity of NMIA to avoid large airport capacity deficit in MMR in near future and also defer the need for development of 3rd airport for MMR in near future.

Therefore, NMIAL has updated NMIA Master Plan post engagement with international experts, enhancing the airport capacity

- Increase in airport's passenger handling capacity from 60 MPPA to 90 MPPA
- Increase in cargo handling capacity from 1.5 MMTA to 2.25 MMTA
- This Capacity Enhancement is planned within existing NMIA site area of 1160 ha i.e., without any additional land requirement.

The projects/ works required for this enhancement have been included in the scope of NMIA project, and an additional airport development phase (5th Phase) has also been added to original four phases of this greenfield airport development. This proposed airport capacity enhancement is planned within the existing 1,160 Hectare site area.

| Phase           | Pax Capacity<br>in EC & CRZ<br>Clearance<br>2010/2021 | Proposed Pax<br>Capacity<br>Enhancement<br>2025 | Cargo Capacity<br>in EC & CRZ<br>Clearance<br>2010/2021 | Proposed Cargo<br>Capacity<br>Enhancement<br>2025 |
|-----------------|-------------------------------------------------------|-------------------------------------------------|---------------------------------------------------------|---------------------------------------------------|
|                 | (MPPA)                                                | (MPPA)                                          | (MMTA)                                                  | (MMTA)                                            |
| Phase 1&2       | 20                                                    | 20                                              | 0.57                                                    | 0.57                                              |
| Phase 3         | 20                                                    | 30                                              | 0.58                                                    | 0.7                                               |
| Phase 4         | 20                                                    | 20                                              | 0.35                                                    | 0.6                                               |
| Phase 5         | -                                                     | 20                                              | -                                                       | 0.38                                              |
| Total/<br>Phase | 60                                                    | 90                                              | 1.5                                                     | 2.25                                              |

Consultant presented that, the CRZ mapping has been carried out by IRS, Chennai, based on the approved CZMP of Raigad district in accordance with the CRZ Notification of 2019. The project area of 1160 hectares, along with the airport infrastructure and layout, was superimposed on maps at scales of 1:4000 and 1:25000, revealing that an area of 495.28 hectares was affected by CRZ as per the approved CZMP of 2019. The project site is partly classified under CRZ-IA, CRZ-IA (with a 50-meter buffer from mangroves), CRZ-IB, CRZ-II, and CRZ-IVB, while the remaining portion of the site lies outside the CRZ, as per the approved CZMP of Raigad district under the CRZ Notification of 2019 (Map Nos. MH 74 and MH 77).

The NMIA representative further presented that, in accordance with EC & CRZ Clearance received for the project in 2010-

- CIDCO has diverted Ulwe River outside Southern Boundary of NMIA site
- Created 120-200 meters wide Ulwe Recourse Channel (URC)
- Ulwe River filled up and URC is Operational from June 2019

  
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- NMIA Site is filled up to + 5.5 meters AMSL
- NO Mangroves or Intertidal zones present, within Site  
CIDCO is constructing North Bund Road, South Road, East Road around project site with Drainage outfalls at 6 Different locations to provide connectivity

Consultant presented that, the, development works carried out in the accordance with the EC & CRZ Clearance received for the project in 2010 has not be reflected in the approved CZMP, 2019. Hence, the current ground conditions varies from the approved CZMP, 2019.

Consultant presented that, proposed Enhancement of Capacity of NMIA Project shall be completed within the existing 1160-hectare of airport site. List of activities proposed in various CRZ categories as per approved CZMP, 2019 is as below-

| S No.                                    | Activity                                      |
|------------------------------------------|-----------------------------------------------|
| <b>CRZ IA</b>                            |                                               |
| 1                                        | Part of North Runway, Taxiways & Solar Pannel |
| 2                                        | Airport Maintenance Building                  |
| 3                                        | Part of Defece Facility                       |
| 4                                        | North ARFF Facility                           |
| 5                                        | Part of Vehicular Underpass                   |
| 6                                        | Part of Aircraft Apron, GSE & Airside Raod    |
| 7                                        | APM station (CTC)                             |
| 8                                        | Part of T2 - MLCP                             |
| 9                                        | Passenger Terminal - 3 with Pier              |
| 10                                       | Metro Station (CTC)                           |
| 11                                       | Landside Facility (North Side)                |
| 12                                       | AOSF / CISF Barracks                          |
| 13                                       | Solid Waste Facility (North Side)             |
| 14                                       | Part of South Runway and Taxiways             |
| 15                                       | Part of Fuel Station (North East)             |
| 16                                       | MRO Facility                                  |
| <b>CRZ IA (50 Mangroves Buffer Zone)</b> |                                               |
| 17                                       | Part of Landside Facility                     |
| 18                                       | Part of Defence Facility                      |
| 19                                       | ATC Tower                                     |
| 20                                       | Part of South Runway and Taxiways             |
| 21                                       | Part of DVOR                                  |
| 22                                       | Part of North Runway, Taxiways & Solar Pannel |
| 23                                       | CCR (North East)                              |
| 24                                       | Part of Aircraft Apron, GSE & Airside Raod    |
| <b>CRZ I B</b>                           |                                               |
| 25                                       | Part of Aircraft Apron, GSE & Airside Raod    |

  
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|                |                                               |
|----------------|-----------------------------------------------|
| 26             | VVIP Terminal (North Side)                    |
| 27             | Part of Fuel Farm (South East)                |
| 28             | Passenger Terminal - 2                        |
| 29             | Part of South Runway and Taxiways             |
| 30             | Part of North Runway, Taxiways & Solar Pannel |
| 31             | ASR 2                                         |
| 32             | Part of Integrated Cargo Terminal             |
| 33             | Part of EMAR                                  |
| 34             | GA Terminal -1 & GA Hangars                   |
| 35             | Part of Defece Facility                       |
| <b>CRZ II</b>  |                                               |
| 36             | GSE Maintenance Facility                      |
| 37             | Part of Landside Facility (Northside) & T2    |
| 38             | Part of South Runway, Taxiways & Solar Pannel |
| 39             | Part of North Runway, Taxiways & Solar Pannel |
| 40             | STP, Admin Bldg-2 & Water Plant (East)        |
| 41             | Part of EMAR                                  |
| 42             | GA Apron & Taxiway (Eastside)                 |
| 43             | Part of Fuel Farm (South East)                |
| 44             | Part of Cargo Domestic, Fedex & Apron         |
| 45             | Passenger Terminal - 2                        |
| 46             | MLCP Part of T2                               |
| 47             | Part of Aircraft Apron, GSE & Airside Raod    |
| 48             | Chiller Plant (CTC)                           |
| 49             | Passenger Terminal - 3                        |
| <b>CRZ IVB</b> |                                               |
| 50             | Part of Landside Facility                     |
| 51             | Part of North Runway, Taxiways & Solar Pannel |
| 52             | Part of South Runway And Taxiways             |
| 53             | Part of Aircraft Apron, GSE & Airside Raod    |

| S. No.   | LANDUSE                                      | LAND AREA<br>(HA) | BUA/ BUILT UP<br>AREA / FSI<br>(SQM) | CONST.<br>BUILT AREA<br>(SQM) |
|----------|----------------------------------------------|-------------------|--------------------------------------|-------------------------------|
| <b>A</b> | <b>Airside</b>                               |                   |                                      |                               |
| 1        | Airside Pavements                            | 404.095           | -                                    | 4040953.650                   |
| 2        | Airside Buildings & Structures               | 96.677            | 1487816.057                          | 1916550.566                   |
| 3        | Airside Utilities                            | 3.178             | 2716.850                             | 11245.790                     |
| 4        | Green/Open Space<br>(Including Water bodies) | 356.268           | -                                    | -                             |

  
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|   |                                              |                |                    |                     |
|---|----------------------------------------------|----------------|--------------------|---------------------|
| 5 | Transportation (Roads & Parking )            | 73.520         | -                  | 735195.482          |
|   | Total Airside Area                           | 933.739        | 1490532.907        | 6703945.488         |
| B | Landside                                     |                |                    |                     |
| 1 | Landside Support Facilities                  | 21.437         | 375083.861         | 513914.846          |
| 2 | Landside Commercial Development              | 67.452         | 3334475.240        | 5033411.240         |
| 3 | Landside Utilities                           | 16.766         | 28244.185          | 278446.362          |
| 4 | Green/Open Space (Including Water bodies)    | 33.864         | -                  | -                   |
| 5 | Transportation (Roads, Parking, Metro, etc.) | 86.742         | 54382.890          | 1249177.418         |
|   | Total Landside Area                          | 226.261        | 3792186.176        | 7074949.866         |
|   | <b>Total</b>                                 | <b>1160.00</b> | <b>5282719.083</b> | <b>13778895.354</b> |

Consultant further presented that, Proposed Enhancement/Expansion of Capacity of NMIA requires EC & CRZ Clearance from SEIAA as per CRZ Notification, 2019 & MoEF&CC Office Memorandum dated 30.09.2025.

**DELIBERATIONS:**

The Authority noted that, the PP has submitted the CRZ map (1:4000 scale) & report prepared by the IRS, Chennai. As per the report of the IRS, Chennai, CRZ categories of the project site, based on approved CZMP, 2019-

| CRZ classification                | Area (ha) |
|-----------------------------------|-----------|
| CRZ IA                            | 147.45    |
| CRZ IA(50 m mangrove buffer zone) | 159.33    |
| CRZ IB                            | 134.50    |
| CRZ II                            | 40.99     |
| CRZ IVB                           | 13.01     |
| Outside CRZ                       | 664.72    |
| Total                             | 1160      |

The IRS report further states the latest observations as per the current NMIA project-

- No mangroves are present in 2024 as observed on satellite imagery and field verification survey within the NMIA project site due to reclamation and filling activities.
- Ulwe Recourse Channel (URC) of 120-200 m width was constructed outside southern boundary of NMIA site as observed on satellite imagery.

  
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- The Ulwe River, a tidal influenced inland water body passing through the NMIA site has been filled up.
- No intertidal areas are present within the NMIA project site due to filling and reclamation activities.
- Formation of Roads along the northern, western and eastern boundary of NMIA site is under progress.
- The above changes are result of various construction & development activities undertaken by NMIA in accordance with CRZ & MoEF&CC approval granted to the project in 2010.

The Authority noted that certain development works has been undertaken in the NMIA project site, as per the EC & CRZ Clearance granted by the MoEF&CC. Hence, the ground conditions of the project site does not match with CRZ classification of the project site as shown in the approved CZMP, 2019.

The Authority noted that the PP has submitted the EIA report prepared by the M/s. EQMS Global Pvt Ltd. Certain observations, anticipated impacts along with mitigation measures as suggested in the EIA report has been noted by the Authority.

The EIA report states that, Pre-development works for Navi Mumbai International Airport (NMIA) have already been completed, with mitigation and restoration measures duly implemented in accordance with the earlier approvals. The project has already been granted Environmental Clearance (EC) for handling 60 MPPA capacity, wherein all anticipated environmental impacts and corresponding mitigation measures were incorporated into the planning during both construction and operational phases. The current proposal involves enhancement of capacity of NMIA project by 50 % by increasing the passenger handling capacity from 60 MPPA to 90 MPPA and cargo handling capacity from 1.5 MTPA to 2.25 MTPA. This enhancement will not result in any significant additional environmental impacts, except for the increased requirement of resources during operations. These additional requirements have been duly addressed through sustainable design interventions, ensuring continued compliance with environmental safeguards.

**Impact on land use-**

- The construction/development phases of NMIA including ongoing Phases I & II and the remaining Phases III to V are being executed within existing Airport site area of 1,160 hectare. The site has already undergone topographical transformation during the Pre-Development Works undertaken by CIDCO between 2017 and 2022, which included cut-and-fill operations to raise the terrain to a safe grade elevation. Th pre-development phase involved the removal of the onsite Ulwe Hill, diversion of the Ulwe River through a newly constructed Ulwe Resource Channel (URC), re-routing of Extra High Voltage Transmission (EHVT) lines, and site-wide grading and leveling. Consequently, the site's features— comprising structural hills, mudflats, tidal flats, and riverine

  
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landscapes have been converted into a flattened, developable platform suitable for airside and landside infrastructure.

- The conversion of land use from mixed categories such as mangrove zones, agricultural fields to formal airport infrastructure was already accounted during the Pre-Development Phase through requisite environmental and CRZ clearances, land acquisition, and rehabilitation efforts. Therefore, the construction activities being undertaken as part of the airport capacity enhancement do not entail additional land acquisition or fresh land use conversion
- To minimize further alteration of topography and prevent any land degradation during the development's phases, the mitigation measures like Controlled Earthwork Activities, Storm water and Drainage Management Sediment and Erosion Control are being implemented.
- All topographic works shall be aligned with the CWPRS-approved drainage master plan, maintaining the north/northeast flow direction. Digital terrain models will be updated before each phase to identify areas requiring erosion control or regrading. Contour reshaping shall be staged to avoid disturbing stabilized areas adjoining operational facilities.

**Impacted on Hydrology-**

- The NMIA project site is surrounded by the Panvel Creek & Gadhi River (located at 60-100 Meter distance) and Ulwe River Diversion Channel. Prior to construction, natural drainage patterns traversed the site, most notably the Ulwe River, which has since been diverted through the 3.2 km long Ulwe Resource Channel (URC). The pre-development modifications, completed by CIDCO, have redefined the hydrology of the area. These works were executed in accordance with CRZ and EC clearances obtained by CIDCO/NMIAL. The current and future construction phases present the following residual and emerging impacts. The site has been designed towards north/northeast drainage slope, with primary and secondary channels approved by CWPRS.
- Given the hydrological modifications already completed and a robust drainage and water management plan in place, the proposed capacity enhancement of NMIA to 90 MPPA and 2.25 MTPA cargo capacity are not expected to cause any adverse impacts on surface or groundwater hydrology. The mitigation measures, supported by CWPRS recommendations and regulatory compliance, ensure that hydrological risks remain within manageable thresholds during the construction phase

**Impact on Ground water quality-**

- The NMIA capacity enhancement phases will increase construction built-up area (terminal, cargo facility, aprons, roads, utilities etc.), reducing pervious land and natural groundwater recharge potential. Although rainwater harvesting structures are planned, interim phases may reduce recharge unless proactive infiltration structures are installed.



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**Impact on Air Quality-**

- a) The proposed capacity enhancement of NMIA is expected to generate localized, short-term impacts on ambient air quality due to earthworks, infrastructure development, material transport, and heavy equipment usage. Although mitigation measures are integrated into the construction strategy, very less impacts on PM<sub>10</sub>, PM<sub>2.5</sub>, NO<sub>x</sub>, and CO are anticipated due to the project activities
- b) Mitigation measures includes- Regular water sprinkling at dust-prone areas (haul roads, excavation zones). Wind barriers and tarpaulin sheets for covering stockpiles. Dust extraction and suppression systems at RMC and aggregate crushing units

**Impact on Terrestrial and Aquatic Ecology-**

- The current proposal seeks to enhance capacity by approximately 50%, increasing passenger handling from 60 MPPA to 90 MPPA and cargo capacity from 1.5 MTPA to 2.25 MTPA. This enhancement is not expected to result in any significant additional impacts on terrestrial or aquatic ecology, other than increased operational resource requirements. These incremental demands have been addressed through sustainable design features and operational safeguards, ensuring that compliance with ecological protection measures is maintained. Importantly, the proposed capacity enhancement will not introduce new or additional ecological alterations to the project site.

**Loss of Biodiversity and Habitat-**

- a) Before the commencement of development, the Navi Mumbai International Airport (NMIA) site comprised mangrove patches, mixed vegetation, low hills, and the Ulwe river system, all of which contributed to the local biodiversity and coastal ecosystem. In line with statutory approvals and regulatory guidelines, the site was prepared by levelling up to +8.5 meters above mean sea level (AMSL), thereby creating a stable and graded platform for phased airport infrastructure development.
- b) The construction phase has led to modification of the local habitat structure within the project footprint, including adjustments associated with the diversion of the Ulwe river. As a result, the site no longer retains its earlier ecological characteristics, and habitat availability for certain faunal groups has been reduced. However, these changes were anticipated and addressed under prior approvals, with compensatory ecological and restoration measures already implemented to balance residual impacts
- c) As per the Forest Clearance approval (F. No. 8-95/2012-FC), a total of 250.0635 ha of forest land, including 108.607 ha of mangroves area, was diverted for airport construction by CIDCO by obtaining prior approvals/clearances from concerned authorities and Hon. Mumbai High Court. Vegetation removal also included clearing of native scrubland, individual trees, and marsh vegetation. The entire tree cutting and transplantation activities

  
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were undertaken by CIDCO with formal approval from the CIDCO Tree Authority, and compensatory measures have been implemented as per forest, tree cutting and environmental approvals.

**d) Mitigation and Compensatory Measures:-**

**Mangrove Regeneration & Protection (CIDCO-led):**

370 ha of mangrove plantation has been completed by CIDCO and the Mangrove Cell (310 ha by Mangrove Cell and 60 ha by CIDCO). An additional 108 ha of mangrove plantation has been developed at Kolhekhar Village, between Jui and Taloja Creeks, and has been designated as No Development Zone (NDZ). This plantation complies with Forest Clearance (FC) and Coastal Regulation Zone (CRZ) stipulations and is being maintained and monitored in collaboration with the Mangrove Cell.

**Afforestation on Degraded Forest Land (NMIAL-led):**

Under a tripartite agreement between NMIAL, Forest Department (GoM), and NGO M/s A.K. Rural, an afforestation program on 35 hectares of degraded forest land at Village Jite (Alibag Division) is underway. 38,896 saplings have been planted in the rocky and undulating terrain, contributing to ecological resilience. NMIAL is committed to maintaining this plantation for 7 years,

To ensure the protection of Schedule-I wildlife species identified within the study area, NMIA has developed Site Specific Conservation Plan and Wildlife Management Plan. The conservation activities will be carried out under the supervision of the Forest Department, ensuring compliance with statutory guidelines and ecological best practices

**Impact on Aquatic Ecology**

- The aquatic ecosystem has been temporarily affected by the diversion of Ulwe River, which previously flowed along the airport site. The diversion of Ulwe River has already been completed in June 2019 by CIDCO in accordance with the previous EC conditions and clearances. The vegetation within the Ulwe riverine ecosystem—whether emergent, free-floating, submergent, or marginal—plays a crucial role in providing shelter, protection, and breeding and nursery grounds for aquatic fauna such as benthos, fish, and aquatic birds. All recommended mitigation measures have been implemented to offset the impact on aquatic ecology.

**Impacts on Birds-**

- The NMIA site is located within a 15-km radius of Important Bird Areas (IBAs) of Karnala Bird Sanctuary (KBS) and Thane Creek Flamingo Sanctuary. The surrounding water bodies contain patches of mangrove coverage along their banks, which attract various bird species such as gulls, avocets, and curlews.

  
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- A gradual decline in wildlife has been observed within the NMIA Project Area due to construction activities, hill cutting, Ulwe River diversion, vehicular movement, significant human presence.
- As the return migration of the winter migrants was over during the summer months, few wading birds, gulls, terns, summer migrants and resident birds were encountered from the Project AOI. A total of 25 species of aquatic and terrestrial birds were encountered in the nearby creek and mangrove areas. None of the species was protected under the Schedule I of the WPAA, 2022, or globally threatened according to IUCN Red List.
- Beside a detailed site-specific conservation plan and Wildlife Management Plan has been prepared for conservation of the schedule-I species Present in the study area by NMIA.
- The flight pattern of birds in Thane Creek, including in approach path of NMIA runways 08L & 08R (westerly take off /landing) has been studied by BNHS. The same has been superimposed by NMIAL on the approach paths of NMIA runways (08L & 08R). Based on this it has been noticed that the aircraft taking off or landing on NMIA runways are at height well above the observed flight elevation of birds in Thane Creek. All airports carry risks associated with avian fauna. Navi Mumbai International Airport (NMIA) is located approximately 2.45 km from the Karnala Bird Sanctuary ESZ, and in proximity of RF and PF. Therefore, elaborate measures are planned to avoid bird strike and mitigate & manage risks associated with avian fauna. Proximity to bird habitats can present potential challenges, but NMIA has planned, and is implementing comprehensive measures to mitigate these risks.

The EIA report states that, the Landscape and green space development are key components of the NMIA Master Plan, supporting both environmental and aesthetic objectives. A total of 390.132 hectares (33.938%) of the 1160-hectare airport area is allocated for green/open spaces, spread across the airside and landside zones. In addition to creating natural environment, the plantation of trees, shrubs & lawns/green cover is also necessary to provide required shade & comfort to airport users, and to preserve the topsoil within the airport. Rainwater harvesting ponds / water retention ponds are planned within green / open spaces to enhance the environmental sustainability of NMIA. The landside green / open spaces and landscape development is planned in western landside area Western Main Access Road (WMAR), on way to passenger terminals.

The Authority noted that the proposal of enhancement of Airport Capacity is important public infrastructure / utility project and having strategic purpose, which is permissible in CRZ IA, CRZ IB, CRZ II and CRZ IV area, as per the para 5.1.1(iii), 5.1.2(i)(b), 5.2(i), 5.4(ii)(b) of the CRZ Notification, 2019 respectively.

The Authority noted that the Office Memorandum dated 30<sup>th</sup> September, 2025 issued by the MoEF&CC, New Delhi, as per which, all expansion/ modernization



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activities of Airports having valid ECs shall be appraised as category B2 projects, provided there is no increase in land area.

As per para 8(ii) (a) of the 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 Impact Assessment Authority for Category "A" and Category "B" projects respectively, to enable a composite clearance under the Environment Impact Assessment Notification, 2006.

The Authority noted that MoEF&CC on 22.11.2010 has granted the EC & CRZ for the NMIA project. Accordingly, development works are being undertaken. Now, enhancement of the capacity of the Airport is proposed, which is within the existing 1160-hectare of airport area only. It was noted that necessary clearances like Forest Clearance, NBWL approval including Hon'ble High court approval for mangrove cutting etc have been obtained for the NMIA project. The project is in the public interest and capacity enhancement of the Airport is necessary, considering the studies carried out.

**DECISION:**

In the light of above, the Authority after detailed discussion and deliberation decided to recommend the proposal from CRZ point of view to SEIAA under CRZ Notification, 2019 subject to compliance of the following conditions:

1. Project activities for the capacity enhancement of the Navi Mumbai Airport shall be carried out as per the provisions of the CRZ Notification, 2019 (as amended from time to time) and guidelines/ clarifications given by MoEF from time to time.
2. The enhancement of the capacity of the Navi Mumbai Airport shall be strictly within the existing 1160-hectare of airport area only, for this area, the MoEF&CC, New Delhi has granted the CRZ & EC in the year 2010.
3. Site preparation and site restoration in CRZ area should be undertaken without damaging the coastal-geomorphological features.
4. NMIA during the construction phase shall not disturb the coastal ecology present along the Panvel creek, present outside the northern boundary of the project site
5. Disposal of muck during construction phase should not create any adverse effect on the neighbouring communities and be disposed taking the necessary precautions for general safety and health aspects of people, only in approved sites with the approval of competent Authority.
6. Hon. High Court has granted the approval for mangrove cutting. If any extra mangrove is required to be cut for the proposed enhancement, then Mangrove NoC and prior High Court permission as per order dated 17<sup>th</sup> Sep, 2018 in PIL 87/2006, shall be obtained by the PP.

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7. NMIA shall set up full-fledged in house Environment Management Cell comprising concern experts for effective implementation of Environment Management Plan.
8. NMIA shall engage expert agency like BNHS for protection / conservation of biodiversity around the project site.
9. NMIA in consultation in expert agency shall carry out the study of impact of the project on local fishing and livelihood and take efforts to maintain the livelihood of traditional fisher folks
10. Green belt around the project site shall be development to provide protection against the particulate matter and noise
11. All the safety measures and Disaster Management Plan should be implemented during construction and operation phase of the project.
12. Project proponent should implement Mitigation measures and Environment Management plan & Disaster Management Plan as suggested in the EIA report, effectively and efficiently during construction and operational phase of the project to ensure that coastal environment is protected.
13. All other required permissions from different statutory authorities should be obtained prior to commencement of work.

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**Item No.4:** Proposed construction of Storm Water Pumping Station (SWPS) 2 nos, along with construction of Gabion wall & RCC Retaining wall on the bank of Gadhi River Phase II at Old Panvel, Raigad by Panvel Municipal Corporation.

The officials from the Panvel Municipal Corporation along with consultant presented the proposal before the Authority.

The Authority noted that, the MCZMA in its 181<sup>st</sup> meeting held on 11<sup>th</sup> & 14<sup>th</sup> July, 2025 deliberated the proposal and recommended the project to MoEF&CC subject to certain conditions. Subsequently, the MoEF&CC sought revised recommendation letter stating the permissibility clauses to the project. Further, additional information was also sought from PP such as undertaking letter that no construction is started on site and PPT of the project to be uploaded for better understanding.

**DELIBERATION:**

The Authority noted the remarks of the MoEF&CC and observed that permissibility clauses were mentioned in the minutes of 181<sup>st</sup> meeting of the MCZMA. However, MoEF&CC has requested the same in a particular tabular format. Accordingly, by the MoEF&CC in a particular, the permissibility clauses are tabulated as below-

| Project Activity                            | CRZ Category | Clause in CRZ Notification 2019                                                                                                                                                                                                                                                                                                                                              |
|---------------------------------------------|--------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Construction of Storm Water Pumping Station | CRZ - IA     | 5.1.1 (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.                                                                                                                                   |
|                                             | CRZ - IB     | 5.1.2 (i) Land reclamation, bunding, etc. shall be permitted only for activities such as, -<br>(e) maintenance and clearing of waterways, channels, ports and hover ports for coast guard;<br>(f) measures to prevent sand bars, installation of tidal regulators, laying of storm water drains or for structure for prevention of salinity ingress and freshwater recharge. |

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|                                              |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|----------------------------------------------|----------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                              |          | <b>5.1.2 (x)</b> Storm water drains.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|                                              | CRZ - II | <b>5.2 (i)</b> Activities as permitted in CRZ-I B, shall also be permissible in CRZ-II, in so far as applicable.                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| Construction of Retaining Wall & Gabion Wall | CRZ - IA | <b>5.1.1 (ii)</b> 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.                                                                                                                                                                                                                                                                                                               |
|                                              | CRZ - IB | <b>5.1.2 (i)</b> Land reclamation, bunding, etc. shall be permitted only for activities such as, -<br>(d) measures for control of erosion;<br>(e) maintenance and clearing of waterways, channels, ports and hover ports for coast guard;<br><b>5.1.2 (ii)</b> 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 - II | <b>5.2 (i)</b> Activities as permitted in CRZ-I B, shall also be permissible in CRZ-II, in so far as applicable.                                                                                                                                                                                                                                                                                                                                                                                                                                                |



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|                |                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|----------------|------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Recommendation | As per 7 (iii) of CRZ Notification 2019 (amended as on 24 <sup>th</sup> November, 2022) & OM dated 29 <sup>th</sup> November, 2022 | <b>Para 7 (iii)</b> For all other permissible and regulated activities as per this notification, which fall purely in CRZ-II and CRZ-III areas, the CRZ clearance shall be considered by the concerned Coastal Zone Management Authority and such projects in CRZ -II and III, which also happen to be traversing through CRZ-I or CRZ-IV areas or both, CRZ clearance shall, however be considered only by the Ministry of Environment, Forest and Climate Change, based on recommendations of the concerned Coastal Zone Management Authority. |
|----------------|------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

Further, the PP has uploaded the undertaking about the status of construction and PPT of the project for better understanding, as sought by the MoEF&CC, New Delhi.

**DECISION:**

In view of above, the Authority after deliberation decided that revised recommendation letter to be issued to MoEF&CC stating the above table of permissibility clauses.

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**Item No. 5:** Proposed Chiwala Beach Resort on S.NO.-313/6A/1 & 312A1/2/2/2/3/2/4/3 at Malvan, Dist - Sindhudurg by M/s. Engarch

**INTRODUCTION:**

The project proponent along with consultant presented the proposal before the Authority. The proposal is for Chiwala Beach Resort on S.NO.-313/6A/1 & 312A1/2/2/2/3/2/4/3 at Malvan, Dist - Sindhudurg by M/s. Engarch for Kingsway Hospitality Pvt. Ltd.

Consultant presented that, the proposed Resort Consist of Following Units :-

- a) Restaurant, Gym, Conference Halls, Kitchen and other activities on Ground Floor
- b) First to 4<sup>th</sup> Floors - Guest Rooms - 92 nos

Apartment Building "A" will consist of 32 - 1BHK Units and Building "B" will consist of 16 - 2BHK Units and 48 - 1BHK Units.

Plot area is 8667.00 Sqm, FSI area is 2635.002 sqm, Non FSI area is 0.00 Sqm, Total Construction area is 2635.002 Sqm

**DELIBERATIONS:**

The Authority noted the PP has submitted the CRZ map in 1:4000 scale & report prepared by NIO, Goa as per approved CZMP 2019. As per CRZ map, the project area falls in CRZ-II area and landward side of existing road.

The Authority noted that as per para 5.2 CRZ-II of the CRZ Notification, 2019, "(ii) Construction of buildings for residential purposes, schools, hospitals, institutions, offices, public places, etc. shall be permitted only on the landward side of the existing road, or on the landward side of existing 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..

  
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*(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 or hotels in designated areas of CRZ-II for occupation of tourist or visitors shall be subject to the certain conditions"*

The Authority noted that proposed construction in CRZ II area on landward side of existing road is permissible 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. 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 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 18<sup>th</sup> January, 2019 before issuing commencement certificate to the project.
3. PP to strictly ensure the compliance of guidelines for development of resort / hotel 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 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.
6. PP to implement environment measures such as rainwater harvesting, solar lighting, STP, OWC etc.

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

  
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**Item No. 6:** 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 442.30Sqm, FSI area is 1259.16sqm, Non FSI area is 462.93Sqm, Total Construction area is 1722.09Sqm

**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 noted that the proposal was earlier deliberated in the 187<sup>th</sup> meeting of MCZMA held on 26.08.2025 wherein it was noted that reservation as per DP remarks is ROS 1.4 (Play Ground) as per Form submitted by the PP. The Authority sought clarification on the same. 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 was not submitted. Therefore, the matter was deferred for clarification & additional Information.

Now, Consultant presented that, revised Project Information details Form has been submitted on Parivesh Portal mention no reservation as per DP remarks.

The Authority observed that, authorization details of existing structure and year of construction of existing structure which was sought earlier meeting is yet to be submitted by the PP. Over and above in the Form PP has again

  
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mistakenly mentioned that there is earlier MCZMA recommendation in the project.

The Authority observed that wrong information has been submitted by the Project Proponent in the prescribed Form- Project Information Details. The Consultant accepted the said mistakes in the Form and new form will be submitted along with details of authorization details of existing structure and year of construction of existing structure on Parivesh Portal afresh. Consultant agreed to withdraw the proposal.

**DECISION:**

After deliberation, the Authority decided to delist the present proposal from the records of MCZMA .



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**Item No. 7:** Proposed redevelopment on Plot Bearing C.T.S. No. 510/1 & 510/7 corresponding to plot no. 4 of village Juhu, tal. Andheri, Dist. MSD, situated at Adiabab estate, off. A.B. Nair Road, K/W ward, Mumbai by M/s. Cadcons LLP

**INTRODUCTION:**

The project proponent along with Consultant presented the proposal before the Authority. The proposal is for redevelopment under reg. 33(11) of DCPR-2034 on Plot Bearing C.T.S. No. 510/1 & 510/7 corresponding to plot no. 4 of village Juhu, tal. Andheri, Dist. MSD, situated at Adiabab estate, off. A.B. Nair Road, K/W ward, Mumbai.

Consultant presented that, the existing residential building constructed prior to 1970 will be demolished. The proposed structure includes Basement level 1<sup>st</sup> to 6<sup>th</sup> + Ground floor + 1<sup>st</sup> floor to 13<sup>th</sup> Residential Floors. PP has obtained LOI dated 25.07.2025 & IOA dated 18.08.2025. Plot area is 1061.30 Sqm, FSI area is 5137.33 sqm, Non FSI area is 5324.68 Sqm, Total Construction area is 10462.01 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, that present proposal is for redevelopment of existing structure. However, an authorization detail of existing structure is requires to be submitted. Further, from the Google image & site photograph it is apprehended that construction has started on site. Hence, the Expert Members opined that details like authorization details of existing structure from PP and status of construction on site under reference from Planning Authority needs to be submitted.

**DECISION:**

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

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**Item No. 8:**      **Proposed addition/alterations in existing Grade - I Hotel cum restaurant building on plot bearing CTS No. 959, 959/1 to 4 of Village Juhu at Juhu Tara Road, K/West Ward, Mumbai by M/s.Zen Media LLP**

**INTRODUCTION:**

The Project proponent along with consultant presented the proposal before the Authority.

The proposal is for addition/alterations in existing Grade - I Hotel cum restaurant building on plot bearing CTS No. 959, 959/1 to 4 of Village Juhu at Juhu Tara Road, K/West Ward, Mumbai.

Additions/alteration is proposed in existing Grade I Hotel cum restaurant building of Basement Ground Floor First Upper Floor structure as per DCPR 2034.

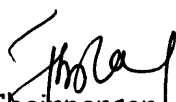
Consultant presented that, there were five (5) structures on the plot under reference. MCZMA recommendation was received on 5.11.2011. The said structures have been demolished on the site and the work for earlier proposed restaurant of Basement + Ground floor + first upper floor structure as per DCR 1967 has been started on site. The work is only half completed on site and the said structure is standing on site. The construction was stand still from 2015 to 2024 on account of outstanding pending from owner.

Now some additions/alterations by maintaining the approved building line are proposed thereby marginal increase in FSI area 1,078.83 sq m to 1,774.28 sqm and hence this proposal is submitted for CRZ approval under CRZ Notification, 2019.

As per submission, Plot area is 2,256.00 Sqm, FSI is 1,744.28 Sqm, Non FSI is 738.49 Sqm and total construction area is 2,482.75 Sqm.

Consultant further presented that, the project site falls in CRZ II area and situated on seaward side of Juhu Tara Road, However, it is a proposal of additions/alteration in the authorized restaurant building and hence permissible.

  
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**DELIBERATIONS:**

The Authority noted that the PP has submitted the CRZ map in 1:4000 scale prepared by the IRS, Chennai. As per the said IRS report, the site falls in CRZ II area.

The Authority during the meeting asked the PP and consultant about the ownership, related agreement copies and earlier permission details like plinth completion certificate, details of court orders, if any in the matter.

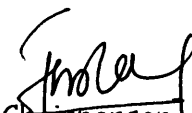
Consultant during the meeting submitted that, the property is owned by Aviation Department, GoM (Airport Authority of India) and was earlier leased by M/s Sea View Hotel. The earlier owner i.e. M/s Sea View Hotel had outstanding dues pending to the Airport Authority of India, for which the Airport Authority of India filed a case in the Court of Eviction case No. 1 of 2019. The Court of Eviction ruled in favour of Airport Authority of India, upon which dues were obtained by Airport Authority of India in the year 2020. In the meantime, the work on site had been stopped and the property was put up for lease via tender. The tender was bagged by M/s Zen media LLP and the License agreement was executed between AAI and M/s Zen media LLP on dated 6.2.2024.

The proposal was earlier considered in 182<sup>nd</sup> meeting of MCZMA held on 16.07.2025 wherein the Authority asked the PP & Consultant to submit detailed chorological note along with all documents pertaining to ownership, related agreement copies and earlier permission details like plinth completion certificate, details of court orders, if any in the matter.

There were five (05) structures on the plots under reference, the authenticity of which has been taken on record by the MCZMA, as per the 71st MCZM Meeting minutes and as per the earlier MCZMA recommendation letter vide No. CRZ2011/CR-153/TC-3 dated 05.11.2011. The said structures have been demolished on the site and the work for earlier proposed restaurant of Basement + Ground Floor + First Upper Floor structure as per DCR of 1967 had been started on site by M/s Sea View Hotel (previous owner).

- 1) The First CC was obtained on 17.05.2012
- 2) The Work Start notice was given to BMC on 21.05.2012
- 3) The Application by Architect for Further CC was given on

  
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- 4) 08.08.2012 The Plinth Completion Certificate was given by Architect on 08.08.2012.
- 5) The Plinth Completion Certificate was given by Structural Engineer on 10.08.2012.
- 6) The Further Commencement certificate report was generated on 16.08.2012 and Full CC was granted in 2012.

The present proposal is for additions/alteration in ongoing hotel cum restaurant building of Basement + Ground Floor + First Upper Floor structure as per DCPR2034 of with height of 10.60mtrs upto terrace level. MCZMA has granted NOC for this proposal on 05.11.2011, however the construction could not be completed for the reasons stated herein below. Hence we are again before the MCZMA in order to complete the work, as the previous CRZ NOC is lapsed. Minor changes are proposed now than last approved plans without increase in building height.

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 seaward side of existing road, as per CRZ map. Consultant presented that, the proposed additions/alterations in the Grade I Hotel cum restaurant building at any floor do not protrude in seaward side than that of the "Limiting Line". Authority observed that, the concerned Planning Authority to ensure that there shall not be any construction proposed on seaward side beyond the existing approved plinth of old building.

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



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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 as per Town and Country planning regulations existed as on 18<sup>th</sup> January, 2019 before issuing commencement certificate to the project.
3. The concerned Planning Authority to ensure that there shall not be any construction proposed on seaward side beyond the existing approved plinth of old building.
4. Debris generated during the project activity should not be dumped in CRZ area. It should be processed scientifically at a designated place, 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. The concerned Planning Authority to ensure that there is no prohibitory order in any court of law in the matter.
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. 9:** Proposed redevelopment of residential building on plot CTS nos. 1485, 1486 & 1487 of village Bandra, H/W Ward Mumbai by M/s. Wadhwa Estates & Developers India Private Limited

**Introduction:**

The project proponent along with Consultant presented the proposal before the Authority. The proposal is for redevelopment of residential building on plot CTS nos. 1485, 1486 & 1487 of village Bandra, H/W Ward Mumbai

Consultant presented that, there is one existing building comprising of Ground Floor + 1<sup>st</sup> to 6th Upper floors, standing on site. The existing building is an authorized building prior to 1991.

The proposal is for redevelopment to a new residential building comprising of Two Basement + Ground Floor + 1st Parking floor + 2nd Parking Floors (pt) and Residential (pt) + 3rd to 18th Floor for residential use, having height 63.50mt. from general ground level up to 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 2000.00 Sqm, FSI area is 6418.35 sqm, Non FSI area is 7936.65 Sqm, Total Construction area is 14355.00 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 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*



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*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. 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 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 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. 10:** Request for rectification of Coastal Zone Management Plan (CZMP) Classification under CRZ Notification, 2019 for land bearing CTS Nos. 1A/11 & 1A/12 in Anik Village, M/West Ward, Mumbai, Maharashtra by M/s. Ajmera Realty & Infra India Ltd.

**INTRODUCTION:**

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

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

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

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

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

**Deliberation:**

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

With respect to 50 m mangrove buffer zone,

- a) The Authority noted that as per 2.1.1 (a) (i) of CRZ Notification, 2019,  
*"in case mangrove area is more than 1000 square meters, a buffer of 50 meters along the mangroves shall be provided and such area shall also constitute CRZ-IA."*
- b) As per para 1.1 (ii)(b) of Annexure-I of CRZ Notification, 2019:-  
*"Mangroves in private land will not require a buffer zone."*
- c) However, the Authority observed that, as per para 85 (A) (III) of Hon'ble High Court order dated 18.09.2018 in PIL 87/2006,  
*"Regardless of ownership of the land having mangroves and the area of the land, all constructions taking place within 50 metres on all sides of all mangroves areas shall be forthwith stopped. The area of 50 meters shall be kept free of construction except construction of a compound wall/fencing for its protection."*

The Authority observed that as per Hon'ble High Court order dated 18.09.2018 in PIL 87/2006 a 50-meter buffer zone is applicable to mangrove areas on both private and government lands in Maharashtra. Hence, request for deletion of CRZ-IA (50 m Mangrove Buffer Zone) is not permitted.

With respect to relocation of NDZ within CRZ-II,

- a) The Authority noted that as per Para 10.3 Sub Clause (i) of CRZ Notification 2019,  
*"In order to protect and preserve the 'green lung' of the Greater Mumbai area, all open spaces, parks, gardens, playgrounds indicated in development plans within CRZ-II shall be categorized as No Development Zone and a Floor Space Index up to 15% shall be allowed only for construction of civic amenities, stadium and gymnasium meant for recreational or sports-related activities, and the residential or commercial use of such open spaces shall not be permissible."*

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

  
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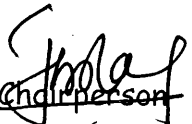
The Authority noted that, As per the para 10.3(i) of the CRZ Notification, 2019, Garden reservations sanctioned in the DP needs to be shown in CZMP, 2019 as NDZ area. Hence, first DP needs modified for revision in the CZMP, 2019.

As per presentation by the PP, the Garden reservation is proposed to be relocated within their layout. During the meeting, the Authority asked the PP show the proposed location of the Garden reservation in the DP and approved CZMP, 2019. The PP submitted the copy of the layout plan showing the tentative location of the proposed Garden. However, it is not clear whether DP has been revised by the MCGM or UDD, GoM, for the relocation of the Garden reservation. The PP need to clarify the same with necessary document.

**DECISION:**

The Authority after deliberation decided defer the matter for want of above information.

  
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**Item No. 11:** Proposed addition/alteration and vertical extension to the existing building on plot bearing C.S. No. 774 & 1/836 of Malabar Hill Division, situated at Bhulabhai Desai Road, 'D' Ward, Mumbai by M/s. Dipali B Goenka

**Introduction:**

The project proponent along with Consultant presented the proposal before the Authority. The proposal is for addition/alteration and vertical extension to the existing building on plot bearing C.S. No. 774 & 1/836 of Malabar Hill Division, situated at Bhulabhai Desai Road, 'D' Ward, Mumbai.

Consultant presented that, the plot has an old structure of Basement + Ground Floor + 1<sup>st</sup> to 2nd Upper floors, on the seaward side of the road, which is an authorized structure, standing on site. Now, the proposal is retaining existing authorized building, carrying internal addition/alteration within and proposing additional third and fourth part floors by availing additional FSI as per 33(12)/B, i.e. rehabilitation of PAP and incentive in lieu thereof.

Thus the proposal is for building comprising of Basement + Ground + 1st to 3rd floor + 4th floor (pt.) having height 22.10 mt. from general ground level up to terrace level. The proposed addition/alteration are proposed within the existing building line and proposed vertical extension, is also proposed in the said building line only. No work has been proposed in the CRZ IB area of the plot. The FSI is proposed on the gross plot.

The total built up area now proposed is within FSI norms as on date of publication of CRZ Notification, 2019, i.e. 18.01.2019 as well as on landward side of old existing structures. Hence the work proposed is permissible as per CRZ Notification, 2019.

The CFO NOC has been obtained on date 13.05.2025. The project has received the concessions from Hon. MC vide No. P-23281/2024/ (774 And Other)/D Ward/MALABAR HILL dated 25.05.2025. The IOD has been obtained on date 03.07.2025.

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 542.64 Sqm, Existing FSI area is 910.94 sqm, New Proposed FSI is 584.22 sqm, Existing building Non FSI area is 326.23 Sqm, New proposed Non FSI area is 54.48 sqm, Total Construction area is 1875.87 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-IB & CRZ-II area as per approved CZMP vide CRZ Notification 2019.

| Description           | CRZ Classification | Area in sqm | Total area in sqm |
|-----------------------|--------------------|-------------|-------------------|
| Project Site Boundary | CRZ-IB             | 22.70       | 528.21            |
|                       | CRZ-II             | 505.51      |                   |

The site under reference is situated on seaward side of existing road, as per CRZ map. Authority observed that the concerned Planning Authority to ensure that there shall not be any construction proposed on seaward side beyond the existing approved plinth of old building. It was further observed that, no construction is allowed in CRZ-IB and FSI of CRZ-IB area i.e. 22.70 sqm is not allowed to be utilised on CRZ-II portion of the plot. 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 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:**

  
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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 as per Town and Country planning regulations existed as on 18<sup>th</sup> January, 2019 before issuing commencement certificate to the project.
3. The concerned Planning Authority should strictly ensure that No construction is allowed in CRZ-IB and FSI of CRZ-IB area i.e. 22.70 sqm is not allowed to be utilised on CRZ-II area.
4. The concerned Planning Authority to ensure that there shall not be any construction proposed on seaward side beyond the existing approved plinth of old building.
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.12:**      **Proposed Laying of 16" diameter Bitumen Export Pipeline from HPCL Mumbai Refinery II to Third Chemical Berth (MBPA) at Mumbai by Hindustan Petroleum Corporation Ltd (HPCL)**

The officials from the Hindustan Petroleum Corporation Ltd along with consultant presented the proposal before the Authority.

The HPCL is proposing laying of Bitumen export pipeline from HPCL Mumbai Refinery II Pump house to third Chemical Berth (MBPA) at Mumbai. The approx. length of pipeline is 6990 meters. The diameter of pipeline is 16" and make carbon steel API 5L X65 grade Pipeline will be laid on existing Piperack.

Project site falls within the jurisdiction of Mumbai port limits, thus offering strategic advantages for access of existing port infrastructure and associated maritime facilities.

Bitumen is manufactured at its Mumbai and Vishakhapatnam refineries and also at HMEL (Joint Venture Refinery of HPCL and Mittal Energy Investments Pte Ltd.) which can produce and market three grades of Bitumen namely: VG10, VG30 (used in roadways) and VG40 (used in airport runway). Major application of Bitumen is in roadway and airport runway constructions. Pipeline provide safer and efficient method in transportation of Bitumen.

Consultant presented that, the project site partly falls in CRZ IB, CRZ II, CRZ IVA and outside CRZ area and project activities are permissible as per para 5.1.2 (ii) (iv) (xv), 5.2 (i) and 5.4 (iii) (xiii) of the CRZ Notification, 2019.

**DELIBERATIONS:**

The Authority noted that the PP has submitted the CRZ map in (1:1:4000 scale) & report prepared by the NCSCM, Chennai, based on the approved CZMP, 2019. The CRZ categorization of the project activities are as follows-

| Parameter                    | Classification |         |         |             | Total |
|------------------------------|----------------|---------|---------|-------------|-------|
|                              | CRZ IB         | CRZ II  | CRZ IVA | Outside CRZ |       |
| Pipeline length (m)          | 786.03         | 1112.25 | 2689.05 | 2402.68     | 6990  |
| Total Length (m)             | 4587.325       |         |         | 2402.68     | 6990  |
| Area (m <sup>2</sup> )       | 314.41         | 444.9   | 1075.62 | 961.07      | 2796  |
| Total Area (m <sup>2</sup> ) | 1834.93        |         |         | 961.07      | 2796  |

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The Authority noted that the PP has submitted the EIA report prepared by the M/s Ultra tech (Nabet Accredited consultant). Certain observations of the EIA report, anticipated impacts and its mitigation measures as suggested in the EIA report are as follows-

- Construction activities may cause temporary water pollution from accidental spills of fuel, lubricants, and construction materials.
- Noise and vibrations from equipment can disturb marine fauna, especially fish and benthic organisms, affecting their movement patterns.
- Increased human activity may generate solid and liquid waste, potentially impacting phytoplankton and zooplankton through changes in water quality.
- Pipelines are viewed as the safest means of transporting large quantities of hazardous fluids and gases over long distances. From an environmental view point pipelines are the preferred mode of transport.
- There is the reduced likelihood of accidents and spillage of products, also the environmental impact of operating pipelines is less than rail or road
- A strict waste management plan will prevent construction debris from entering the marine environment.
- Spill control measures, such as designated refueling zones and emergency response plans, will address accidental leaks.
- Noise barriers and scheduling during non-migratory seasons will help minimize impacts on marine species.
- Regular water quality monitoring (turbidity, dissolved oxygen, pollutants) will ensure minimal impact on phytoplankton and zooplankton populations.
- Maintenance of pipelines including checking cathodic protection levels for the proper range, surveillance for construction, erosion, or leaks.
- To avoid leakage of the pipelines and spillage into water, regular maintenance of pipeline coatings and linings should be done
- No impacts on flora will be there in the vicinity of proposed development site due to as the most pipeline work will be laid above ground.
- Avifauna in the close vicinity of project site may get disturb and locally migrate due to construction activities.
- No impacts on flora will be there in the vicinity of proposed development site as the pipelines will be laid aboveground and routed on Nallah near the existing line. No tree cutting are involved in the proposed pipeline routes.
- Periodic ecological survey and monitoring shall be carried out

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

| Project activities                                                       | CRZ Zone | Clause of CRZ Notification 2019 |
|--------------------------------------------------------------------------|----------|---------------------------------|
| Laying of 16" diameter Bitumen Export Pipeline from HPCL Mumbai Refinery | CRZ IB   | 5.1.2 (ii) (iv) (xv)            |
|                                                                          | CRZ II   | 5.2 (i)                         |
|                                                                          | CRZ IVA  | 5.4 (iii) (xiii)                |

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

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

From the presentation of the PP, the Authority noted that, Bitumen export will act as income upliftment of nation, create employment opportunities for skilled/unskilled workers.

Project will bring scope of new line accommodation in the futureSubstantial Socio-economic benefits. There will be employment opportunity for local people during construction and operation phase. Project will have substantial benefits in savings of transportation cost. Overall, the implementation of the proposed project activities would have positive benefits to the country, region and well-being of the society

**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:

  
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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. PP should exercise all possible mitigation measures so that during construction phase, there is less impact on creek ecosystem.
3. Site preparation and site restoration in CRZ area should be undertaken without damaging the coastal-geomorphological features.
4. No reclamation / filling the low lying area behind the birth area. dredged material should be disposed outside CRZ area.
5. Noise barriers and scheduling during non-migratory seasons will help minimize impacts on marine species.
6. Construction debris and excavated material should not be disposed off in the mangrove area & creek water to avoid any adverse impact on mangroves and marine water quality.
7. All the safety measures and Disaster Management Plan should be implemented during construction and operation phase of the project.
8. Project proponent should implement Mitigation measures and Environment Management plan & Disaster Management Plan as suggested 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 permissions from different statutory authorities should be obtained prior to commencement of work.



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**Item No. 13:** Proposed expansion of Dharamtar Jetty facility (Phase III) in village Dolvi of District Raigad, Maharashtra by JSW Infrastructure Limited

**Introduction:**

The project proponent along with Consultant presented the proposal before the Authority. The proposal is for expansion of Dharamtar Jetty facility (Phase III) in village Dolvi of District Raigad.

Consultant Presented that, JSW Dharamtar Port Private Limited (JSWDPPL), Special Purpose Vehicle under the aegis of JSWIL, operates a jetty facility on the right bank of Dharamtar creek at Beneghat in Raigad District of Maharashtra.

Environmental Clearance and CRZ Clearance (EC) for the existing Dharamtar Jetty facility (Phase II), comprising quay of 1750 m with cargo handling capacity of 33.95 Mt/yr has been obtained vide MoEF&CC letter dated 26.11.2015 and was subsequently amended vide letters dated 26.03.2016 and 10.01.2020. The existing jetty facilities includes 9 nos. of operational berths constructed over a length of about 1050 m out of the approved length of 1750 m. To cater to the proposed expansion of Dolvi steel plant to 15 MTPA, cargo handling at the jetty will increase to 54 MTPA. This includes 50.5 MTPA of cargo for Dolvi steel plant & cement plant, and 3.5 MTPA third-party cargo. The main commodities to be handled at the facility after expansion includes Iron Bearing Raw Materials (IBRM), Coal Bearing Raw Materials (CBRM), fluxes, finished steel, slag, fly ash, cement, clinker, edible oil & liquid cargo, container, fertilizer, FRM and gypsum.

The proposed cargo handling will be carried out in the existing backup area spread over a land area of 58.6 ha. The existing facility at Dharamtar is presently handling barges up to 3700 DWT and Mini Bulk Carriers (MBC) of 8000 DWT. After upgradation and further mechanization of the jetty facilities, barges upto 6000 DWT and MBC of 8000 DWT shall be handled.

This requires capital dredging of about 4.155 Mcum. Out of this, the hard material dredged will be about 1.0 Mcum, which will be used for filling low-lying areas behind the berths. The balance of about 3.155 Mcum of soft material will be dumped at designated locations near Mumbai Port Area as identified by MMB through CWPRS Model Report.

  
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Cargo handled at the Jetty will be conveyed to the Steel Plant / Cement Plant by using a network of Conveyors. Cargo is unloaded at the Jetty by using 7 barge unloaders and 2 Mobile Harbour Cranes. To handle the increased cargo, in this expansion proposal, additional 5 nos. of barge unloaders and 1 no. of Mobile Harbour Crane will be deployed.

The proposal was granted Terms of Reference (ToR) from MoEFCC, New Delhi vide File No. 11-79/2013-IA.III, dated 19.05.2024. The public hearing for the project was conducted on 22nd August 2025. Minutes of the public hearing are published by MPCB vide letter no. MPCB/JD(WPC)/ENV/PH/B-250910-FTS-0286 dated 10.9.2025.

The capacity enhancement will be achieved by installation of additional material handling equipment and conveyors and faster turnaround of barges in the approved 1750m waterfront. No additional waterfront or back up area is required for the expansion.

| Details                  | Existing                                                    | After Expansion                  |
|--------------------------|-------------------------------------------------------------|----------------------------------|
| Total Cargo Handling     | 33.95 Mt/yr                                                 | 54.0 Mt/yr                       |
| Total Jetty Length       | 1750 m (9 berths constructed & 4 berths under construction) | 1750m                            |
| Barge Size               | 2000 DWT to 3700 DWT                                        | 2000 DWT to 3700 DWT<br>6000 DWT |
| Mini Bulk Carrier Size   | 8000 DWT                                                    | 8000 DWT                         |
| Barge Unloaders          | 2 no. X 550 tph                                             | 2 no. X 550 tph                  |
|                          | 5 no. X 2500 tph                                            | 5 no. X 2500 tph                 |
|                          |                                                             | 5 no. X 2500 tph                 |
| Mobile Harbour Crane     | 2 no. X 900 tph                                             | 2 no. X 900 tph                  |
|                          |                                                             | 1 X 1200 tph                     |
| Covered storage capacity | Yard A - 125 X 380 m                                        | Yard A - 125 X 380 m             |
|                          | Yard B - 125 X 400 m                                        | Yard B - 125 X 400 m             |
| Stacker                  | 2 Nos                                                       | 2 Nos                            |
| Reclaimer                | Bucket wheel reclaimer- 3 Nos                               | Bucket wheel reclaimer- 3 Nos    |
|                          | Portal reclaimer- 2 Nos                                     | Portal reclaimer- 2 Nos          |
|                          | Stacker cum reclaimer- 1 No                                 | Stacker cum reclaimer- 1 No      |

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|                         |                                  |                                  |
|-------------------------|----------------------------------|----------------------------------|
| Cross Country Conveyor  | 1 X 1200; 1 x 1500; 4 x 3000 tph | 1 X 1200; 1 x 1500; 4 x 3000 tph |
| Jetty Outgoing Conveyor | 1 X 1000; 2 x 5000 tph           | 1 X 1000; 2 x 5000 tph           |
|                         |                                  | 2 x 5000 tph                     |
| Sub- station            | 2 Nos.                           | 3 Nos.                           |
| Pump house              | 1 No.                            | 2 Nos.                           |

**Cargo Handling Details:**

| Sr. No. | Commodity                                                                    | Existing Quantity (Mt/yr) | Total Qty. after Expansion (Mt/yr) |
|---------|------------------------------------------------------------------------------|---------------------------|------------------------------------|
| 1       | Iron Bearing Raw Material (IBRM)                                             | 17.0                      | 26.0                               |
| 2       | Coal Bearing Raw Material (CBRM)                                             | 8.00                      | 10.0                               |
| 3       | Fluxes                                                                       | 3.00                      | 7.00                               |
| 4       | HR coil, Sheets, CR coil in containers, Finished Steel Products, Steel Scrap | 2.50                      | 3.00                               |
| 5       | Slag / Fly Ash                                                               | 1.00                      | 1.00                               |
| 6       | Cement & Clinker                                                             | 1.60                      | 4.00                               |
| 7       | Edible Oil & Chemical cargo                                                  | -                         | 1.00                               |
| 8       | Containers                                                                   | 0.85                      | 1.00                               |
| 9       | Fertilizer, FRM, Gypsum, etc.                                                | -                         | 1.00                               |
|         | Grand Total (Mt/yr)                                                          | 33.95                     | 54.0                               |

Navigation of 8000 DWT MBCs would require minimum 5m draft below the chart datum. This depth would ensure safe movement of the design vessels and handle the required cargo. The project involves capital dredging of about 4,155,300 m<sup>3</sup>. Out of this, the hard material dredged will be about 1,000,000 m<sup>3</sup>, which will be used for backfilling and raising the level of low-lying land in the back up area. The balance of about 3,155,300 m<sup>3</sup> of soft material will be dumped at designated locations near Mumbai Port Area as identified by MMB through CWPRS Modelling studies. Maintenance Dredging quantity shall remain same as 2,000,000 m<sup>3</sup> as per existing MOEFCC clearance and the dredged material from maintenance dredging will also be dumped at designated locations near Mumbai Port Area as identified by MMB through CWPRS Modelling studies. Dredging shall be carried out through Maharashtra Maritime Board (MMB) or Inland Waterways Authority of India (IWAI).

  
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**Deliberation:**

The Authority noted the PP has submitted the CRZ map in 1:4000 scale & report prepared by NCSCM, Chennai as per approved CZMP 2019. As per NCSCM report, the proposed project activities falls within the CRZ IA (Mangroves & 50m Mangrove Buffer Zone), CRZ IB (Intertidal Zone), CRZ III (No Development Zone) and CRZ IV B (River/Creek) categories. The proposed project activities fall within the Sheet No. E 43 H2 /NW (Map No. MH 67) of approved CZMP of Maharashtra. The details of Proposed Project Activities falls under each CRZ categories are given in the following Table :-

| SI. Na       | Proposed Project Activities      | Area In Square Meter |                                  |                          |                              |                    | Out of CRZ Area |
|--------------|----------------------------------|----------------------|----------------------------------|--------------------------|------------------------------|--------------------|-----------------|
|              |                                  | Mangrove - CRZ IA    | 50m Mangrove Buffer Zone- CRZ IA | Intertidal Zone - CRZ IB | No Development Zone- CRZ-III | Waterbody - CRZ-IV |                 |
| 1            | BERTHS (10, 11, 12 and 13)       | -                    | 8655.65                          |                          | -                            | 16013.5            | -               |
| 2            | Stilt Conveyor                   | 514.37               | 3950.41                          | 142.27                   | 72.29                        | 7.91               | 3061.69         |
| 3            | DER-1                            | -                    | 151.59                           | -                        | -                            | -                  | -               |
| 4            | DPPL Container Area              | -                    | 1898.49                          | -                        | 2220.5                       | -                  | -               |
| 5            | DPPL Storage                     | -                    | 2705.64                          | -                        | 174.06                       | -                  | -               |
| 6            | Junction House on Stilt Conveyor | 411.98               | 404.5                            | 225                      |                              | -                  | -               |
| 7            | RMHS                             |                      | 682.62                           | 663.41                   | -                            | -                  | -               |
| 8            | Stilt Approach                   | 364.52               | 2926.07                          | -                        | -                            | -                  | -               |
| 9            | DPPL Liquid Storage              | -                    | -                                | 1052.18                  | 2057.9                       | -                  | 3016.56         |
| <b>Total</b> |                                  | <b>1290.87</b>       | <b>21374.97</b>                  | <b>2082.86</b>           | <b>4524.75</b>               | <b>16021.41</b>    | <b>6078.25</b>  |

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PP has submitted Environmental Impact Assessment (EIA) & EMP Report prepared by Building Environment (India) Pvt. Ltd (Nabet Accredited). Certain observations of the EIA report, anticipated impacts and its mitigation measures as suggested in the EIA report are as follows-

| S. No. | Project Activities              | Anticipated Impacts                                                                                                                                                                                                                                                   | Regulatory requirement                                                                                                                                                                                                                               | Mitigation Measures                                                                                                                                                                         | Institutional Responsibility |              | Reporting Format                                         | Auditability                                                                                                               |
|--------|---------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------|--------------|----------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------|
|        |                                 |                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                      |                                                                                                                                                                                             | Implement ation              | Supervi sion |                                                          |                                                                                                                            |
| 1      | Transport of cargo              | Impact on ambient air quality<br>Rise in noise levels<br>Employment opportunity to labour                                                                                                                                                                             | NAAQ Standard 2009 for Air Quality<br>The Noise Pollution (Regulation And Control) Rules, 2000                                                                                                                                                       | Vehicular speed control<br>Covering of bulk cargo with tarpaulin sheet<br>Regular vehicular maintenance                                                                                     | Contractor                   | JSWDP PL     | Trend analysis reports by JSWDPPL                        | Quarterly performance based audit by JSWDPPL for recording deviations in trend analysis and actions taken on the incidence |
| 2      | Stock piling of bulk cargo      | Impact on ambient air quality from fugitive dust<br>Contamination of marine water and sediment due to seepage of cargo residue<br>Impact on marine flora and fauna from turbidity and sedimentation                                                                   | NAAQ Standard 2009 for Air Quality                                                                                                                                                                                                                   | Periodic water sprinkling on dry bulk cargo<br>Provision of drainage network and sedimentation pit<br>Covering of stock pile area with barricading sheets                                   | Contractor                   | JSWDP PL     | Trend analysis reports by JSWDPPL                        | Quarterly performance based audit by JSWDPPL for recording deviations in trend analysis and actions taken on the incidence |
| 3      | Loading/Unloading of bulk cargo | Impact on ambient air quality<br>Rise in noise levels<br>Contamination of marine and sediment water due to cargo spillage or labour generated waste disposal<br>Impact on marine flora and fauna from turbidity and sedimentation<br>Employment opportunity to labour | NAAQ Standard 2009 for Air Quality<br>Ambient Noise Rules 2000<br>SWM rules 2016<br>Water quality standards for coastal water (Class SW-V criteria for navigation and controlled waste disposal) by MoEFCC vide GSR7 dated 22.12.1998 under EPA 1986 | Regular equipment maintenance<br>Treatment of sewage in STP and recycling of treated sewage<br>Provision of separate dust bins for dry and wet waste and disposal through authorized agency | Contractor                   | JSWDP PL     | Environment monitoring reports<br>Waste disposal records | Quarterly performance based audit by JSWDPPL for recording deviations in trend analysis and actions taken on the incidence |

  
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| S. No | Project Activities             | Anticipated Impacts                                                                                                                                                                                                                                                                                  | Regulatory requirements                                                                                                                                                                       | Mitigation Measures                                                                                                                                                                       | Institutional Responsibility |             | Reporting Format                                                                                                                                                                                                        | Auditability                                                                                                                                                                                                            |
|-------|--------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------|-------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|       |                                |                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                               |                                                                                                                                                                                           | Implementation               | Supervision |                                                                                                                                                                                                                         |                                                                                                                                                                                                                         |
| 4     | Ship operations                | Contamination of marine water from bilge discharge from ships<br>Impact on marine flora and fauna from solid waste disposal from ships<br>Impact on ambient air quality from emissions <ul style="list-style-type: none"> <li>Probable bio-invasion from ballast water discharge/exchange</li> </ul> | MARPOL 73/78 regulation (Annexure IV, V & VI)                                                                                                                                                 | Strict adherence to MARPOL 73/78 regulations by berthing ships shall be ensured<br>Waste collection and disposal by CPCB authorized recyclers                                             | Contractor                   | JSWDPPL     | Certificate from Master of the Ship-Annexure IV & V of the Waste Oil, Form 13 as per Hazardous and Other Wastes (Management & Transboundary Movement) Rules, 2016<br>Ballast water record book<br>Valid BWM certificate | Quarterly performance based audit by JSWDPPL for recording deviations in trend analysis and actions taken on the incidence<br>Periodic audit of recyclers<br>Inspection of valid certificate, ballast water record book |
| 5     | Dredging of navigation channel | Impact on air quality from emissions from dredger<br>Rise in noise level from dredger operations<br>Contamination of water and sediment<br>Impact on marine flora and fauna from habitat destruction                                                                                                 | NAAQ Standard 2009 for Air Quality Ambient Noise Rules 2000<br>SWM rules 2016<br>Water quality standards for coastal water (Class SW-V criteria for navigation and controlled waste disposal) | Regular equipment maintenance<br>Use of cutter suction dredging technology<br>Deploying silt curtains along navigation channel<br>Avoiding dredging during breeding season for fish fauna | Contractor                   | JSWDPPL     | Environment monitoring reports<br>Dredging schedule                                                                                                                                                                     | Quarterly performance based audit by JSWDPPL for recording deviations in trend analysis and actions taken on the incidence                                                                                              |

The Expert members asked whether cutting of mangrove vegetation involved in the proposed project activities. Consultant presented that, in the present proposal of cargo capacity enhancement, no new construction has been proposed other than the deployment of cargo handling equipments at the jetty. No new

  
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facilities are proposed in the mangrove area and no mangrove will be envisage to cut.

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

| SI. Na | Proposed Project Activities      | CRZ category                            | Permissibility Clause as per CRZ Notification, 2019 |
|--------|----------------------------------|-----------------------------------------|-----------------------------------------------------|
| 1      | BERTHS (10,11,12 and 13)         | CRZ-IA & CRZ-IVB                        | 4(vii), 5.4(ii)(a), 5.4(iii), 5.4(xii)              |
| 2      | Stilt Conveyor                   | CRZ-IA, CRZ-IB, NDZ of CRZ-III, CRZ-IVB | 5.1.1 (ii)                                          |
| 3      | DER-1                            | CRZ-IA                                  | 5.1.1 (ii)                                          |
| 4      | DPPL Container Area              | CRZ-IA , NDZ of CRZ-III                 | 4(vii), 5.3(i)                                      |
| 5      | DPPL Storage Area                | CRZ-IA , NDZ of CRZ-III                 | 4(vii), 5.3(i)                                      |
| 6      | Junction House on Stilt Conveyor | CRZ-IA , CRZ-IB                         | 5.1.1 (ii), 5.1.2 (xv)                              |
| 7      | RMHS                             | CRZ-IA , CRZ-IB                         | 4(vii), 5.1.2 (vi)                                  |
| 8      | Stilt Approach                   | CRZ-IA                                  | 5.1.1 (ii)                                          |
| 9      | DPPL Liquid Storage              | CRZ-IB & NDZ of CRZ-III                 | 5.1.2 (vi)                                          |

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

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

  
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**DECISION:**

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

1. The proposed 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. PP to ensure that no construction is allowed in mangroves & 50 m mangroves buffer zone as proposed and committed by PP. There shall be no violation of Hon'ble High Court order dated 18.09.2018 in PIL 87/2006.
3. The health, safety, and environmental compliance measures should be thoroughly documented. Additionally, periodic training must be provided at all levels. This training should also be meticulously documented to ensure effective implementation and adherence to standards.
4. 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.
5. PP to implement C & D waste management plan strictly as per Construction and Demolition Waste Management Rules, 2016.
6. During the construction phase, sustainable construction practices & exploration of other alternatives needs to be explored by the PP to maintain the stability & integrity of the shorelines. Necessary training / awareness should be imparted to contractors & workers so that adequate environmental safeguards could be implemented on site, during execution of the project activities
7. 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.
8. 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.
9. There shall be no disposal of solid or liquid waste in the coastal area. Solid waste management shall be as per Solid Wastes Management Rules, 2016.
10. Debris generated during the project activity should not be dumped in CRZ area. It should be processed scientifically at a designated place.

  
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11. PP to ensure that best industrial practices should be followed for fire safety measures and for conservation of coastal environment
12. All other required permissions from the concerned statutory authorities should be obtained prior to commencement of the work.

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**Item No.14:**      **Proposed Sewage Treatment Plant (STP) on land bearing survey nos.211/1/2/3/4/8/9/10/11A at village Roha, Taluka-Roha, Dist.-Raigad, Maharashtra by Roha-Ashtami Municipal Council.**

**INTRODUCTION:**

The officials from the Roha Municipal Council along with consultant presented the proposal before the Authority.

The proposal was deliberated in 184<sup>th</sup> meeting of the MCZMA held on 18<sup>th</sup> July, 2025, the Authority noted the earlier decision / minutes as follows-

The sewage system in Roha town is not being managed properly, resulting in significant health and environmental issues. The Roha-Ashtami Municipal Council has taken a significant step toward preserving the ecosystem by treating sewage before releasing it into, the Kundalika River. The main aim of the of constructing a sewage treatment plant for a Roha-Ashtami Town for treating wastewater to remove contaminants-making it safe for discharge or reuse. This helps to protect public health and the environment by preventing water pollution. The Project has received the Technical Sanction & Administrative Approval on 25.01.2024The Project has received the Technical Sanction & Administrative Approval on 25.01.2024.

The STP is designed with a treatment capacity of 5.0 MLD and will employ the Sequencing Batch Reactor (SBR) technology. This method effectively treats wastewater before it is discharged into the environment, thereby reducing the risk of waterborne diseases and preventing potential outbreaks caused by pathogens present in untreated sewage.

Consultant further presented that the proposed project site partly falls in CRZ IB, CRZ - III (NDZ) and outside CRZ as per as perapproved CZMP 2019. The proposed structures and driveway partly fall in CRZ - III (NDZ) andoutside CRZ approved CZMP 2019. Proposed project activity is permissible as per Section 5.3 (d) ofCRZ Notification 2019.

The Authority noted that the PP has submitted the CRZ map in 1:4000 scale, prepared by the IRS Chennai. As per the said report, The proposed project site partly falls in CRZ IB. CRZ - III (NDZ) and outside CRZ as per CRZ Notification 2019.The proposed structures and Driveway partly fall in CRZ - III

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(NDZ) and outside CRZ as per CRZ Notification 2019. Though mangroves were present in the vicinity of the proposed project site and the development they were not affected by the mangroves and the boundary of mangroves.

| Description           | CRZ Classification | Area in sqm | Total area in sqm |
|-----------------------|--------------------|-------------|-------------------|
| Project Site Boundary | CRZ -IB            | 124.88      | 4370.00           |
|                       | CRZ-III (NDZ)      | 4068.56     |                   |
|                       | Outside CRZ        | 176.56      |                   |
| Proposed Structure    | CRZ-III (NDZ)      | 870.01      | 905.54            |
|                       | Outside CRZ        | 35.53       |                   |
| Proposed Driveway     | CRZ-III (NDZ)      | 421.00      | 455.49            |
|                       | Outside CRZ        | 34.49       |                   |

The PP has submitted the EIA report prepared by ACE Environment (Nabet accredited consultant). The Authority noted the observations of EIA report along with Mitigation measures and EMP for the project. The PP shall strictly implement the mitigation measures as suggested in the EIA report.

The Authority observed that, mangroves were present in the vicinity of the proposed project site. Consultant presented those mangroves present outside the project boundary. However, all the necessary measure will be implemented to conserve and protect the mangrove area. No mangrove will be cut for the proposed activities.

Proposed project of STP is permissible activity as per para 5.3 (i) (CRZ-III) of CRZ Notification, 2019.

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

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

  
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*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"*

Accordingly, the MCZMA recommended the proposal to MoEF&CC subject to certain conditions.

Subsequently, the Project proponent submitted a representation to MCZMA requesting the MCZMA to grant the CRZ clearance at MCZMA level only, since the development of STP is proposed on CRZ III (NDZ) and outside CRZ only and no development is proposed in CRZ IB area.

**DELIBERATION:**

The Authority noted that, the Project proponent submitted a representation in the matter requesting that the project can be considered at MCZMA level only, since the project does not fall within CRZ IB area. MoEF&CC raised the ADS stating that the MCZMA needs to submit a response to the same.

The PP vide the said representation clarified that, though the project site is marginally affected by CRZ IB, Majorly in CRZ III (NDZ) and outside CRZ area., however, the proposed development of STP and driveway is planned/ restricted to only CRZ III (NDZ) & outside CRZ only, which is highlighted in IRS report. There is no proposed development in the CRZ IB area and PP will not be utilizing the potential of CRZ IB plot for the proposed development. Hence, the PP has requested that CRZ clearance shall be considered by MCZMA only. Further, the PP in its presentation stated that, there are no mangroves on the proposed site as well as in the vicinity of the site, hence, PP has requested to remove the said observation & condition of obtaining the Mangrove NoC.

The Authority noted that, considering that, development activities would be restricted to CRZ III (NDZ) & Outside CRZ only, then CRZ clearance can be granted by the MCZMA. As instructed, the PP has submitted undertaking that, there shall not be any development in CRZ IB area.

The Authority once again noted the para 5.3(ii)(c) of the CRZ Notification, 2019-

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*"Construction of dispensaries, schools, 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 that, as per submission of the PP, the development works falls in CRZ III & outside CRZ area, hence, as per para 7(iii) of the CRZ Notification, 2019 & OM dated 29<sup>th</sup> November, 2022, the proposal requires clearance from the MCZMA.

In the end, the Authority noted that, PP need to obtain NoC from the Mangrove Cell required to be obtained, since, mangrove vegetation near the project site is indicated in the CRZ map (1:4000 scale) of IRS, Chennai.

**DECISION:**

In the light of above, the Authority after detailed discussion and deliberation decided to grant the CRZ clearance from CRZ point of view 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. Prior High Court permission shall be obtained, as per the Hon'ble High Court order in PIL 87/2006, if the proposed project is affected by 50 m mangrove buffer zone area.
3. PP to obtain Mangrove Cell NOC.
4. The disposal point for treated sewage from the sewage treatment plant in the CRZ area shall be located at a sufficient distance offshore to prevent any adverse impact on the coastal ecosystem.
5. The treated sewage shall meet all applicable quality standards before discharge, and the disposal point shall be regularly monitored to ensure compliance with environmental regulations and to prevent any pollution of the coastal waters.
6. Site preparation and site restoration in CRZ area should be undertaken without damaging the coastal-geomorphological features.
7. Construction methodology should be eco-friendly and bare minimum use of cement/ concrete to be used for the construction.
8. Project proponent should implement Mitigation measures and Environment Management plan & Disaster Management Plan as suggested in the EIA



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report, effectively and efficiently to ensure that coastal environment is protected.

9. All other required permissions from different statutory authorities should be obtained prior to commencement of work



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**Item No.15:**      **Proposed Construction of 20 piers approach road with metro spurline to Mogharpada car depot at Village Mogharpada, Taluka and District Thane by MMRDA**

The officials from the MMRDA along with consultant presented the proposal before the Authority.

MMRDA is implementing Metro Line4 (Wadala to Kasarvadavali) project. The project was approved by the Urban Development Department, Govt.OfMaharashtra The proposed project of approach road with spur line is to connect the metro line to Mogharpada Metro car Shed Depot crossingasmallcreekletrunningthroughtheareabetweenthesetwo.Hence,theapproachisproposedtobeelevated.

The proposal was earlier deliberated in 138<sup>th</sup> meeting of the MCZMA held on 10<sup>th</sup> October, 2019 and as per the decision taken, the proposal was recommended under CRZ Notification, 2011 to SEIAA from CRZ point of view subject to certain conditions. SEIAA vide letter dated 28.11.2019 had granted the CRZ clearance. One of the specific condition of the MCZMA was - "MMRDA to ensure that no mangroves should be cut/ destroyed for the construction of piers of approach road with spur line to mogharpada depot". However, during the commencement of construction, MMRDA came to know that, project involves cutting of 20 nos. of mangrove trees & 2 non- mangrove trees, for which the Forest Clearance has been obtained on 11.2.2025.

Currently the CRZ Notification, 2019 is in force, hence, MMRDA has applied afresh for the project in accordance with provisions of the CRZ Notification, 2019.

The project involves construction of approach road with spur line to Mogharpada metro car depot. Mogharpada Depot is situated outside CRZ area. There is existing 40 meter wide road near to the proposed depot at a distance of approx. 200 meter Connecting this road, 25 meter wide elevated approach road with Metro spur line is proposed which crosses the Nalla having width of 20 meter falling in CRZ area.

Length of the proposed approach road is 93 meter. Total 16 nos. of piers are required to be constructed for approach road. Length of the proposed spur line is 82 meter. Total 4 nos. of piers are required to be constructed from spur line. Thus, there will be total 20 piers.

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The MMRDA has filed the WP No. 1197/2025 seeking the Hon'ble High Court approval for the mangrove cutting. Hon'ble High Court asked the MMRDA to obtain the CRZ clearance from the competent Authority.

Consultant presented that that the project falls partly in CRZ IB and partly in CRZ II area as per the approved CZMP, 2019. However, no construction is proposed in CRZ IB area. 4 nos. of Pies are situated in CRZ II area and rest 16 piers are proposed outside CRZ area. Hence, there will be no construction in CRZ IB area. Spur line will be on bridge.

Project activities are permissible under para 5.1.2(i) and para 5.2(i) of the CRZ Notification, 2019.

**DELIBERATIONS:**

The Authority noted that the PP has submitted the CRZ map in 1:4000 scale superimposing the proposed approach road and spur line. As per the map, the project site lies in CRZ IB and CRZ II area.

The Authority noted that the PP has submitted the EIA report prepared by M/s Eco foot forward consultancy (Nabet accredited consultant). Observations of the report along with anticipated impacts and mitigation measures as suggested in the EIA report has been noted by the Authority.

As per the EIA report, the construction of the approach road necessitates the removal of vegetation, including 20 individuals of the mangrove species *Avicennia officinalis* and two trees of *Tamarindus indica*. All required permissions for the removal of this flora have been obtained by the project proponent.

As per para 5.1.2(i) of the CRZ Notification, 2019  
*foreshore facilities like ports, harbours, Jetties, wharves, quays, slipway, bridges, hoverports for coastguard, sealinks, etc;*

As per para 5.2 of the CRZ Notification, 2019

*(i) Activities as permitted in CRZ-IB, shall also be permissible in CRZ-II, in so far as applicable.*



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

| Activities proposed          | CRZ category | Permissibility as per CRZ Notification, 2019 |
|------------------------------|--------------|----------------------------------------------|
| Approach road with spur line | CRZ-IB       | para 5.1.2(i)                                |
|                              | CRZ-II       | para 5.2 (i)                                 |

The Authority further noted that, as per submission of the PP, construction of piers are in CRZ II and outside CRZ area and no construction of piers is proposed in CRZ IB area. However, transverse through CRZ-IB area.

**Roha, Taluka-Roha, Dist.-Raigad, Maharashtra by Roha- Ashtami Municipal Council.**

**INTRODUCTION:**

The officials from the Roha Municipal Council along with consultant presented the proposal before the Authority.

The proposal was deliberated in 184<sup>th</sup> meeting of the MCZMA held on 18<sup>th</sup> July, 2025, the Authority noted the earlier decision / minutes as follows-

The sewage system in Roha town is not being managed properly, resulting in significant health and environmental issues. The Roha-Ashtami Municipal Council has taken a significant step toward preserving the ecosystem by treating sewage before releasing it into, the Kundalika River. The main aim of the of constructing a sewage treatment plant for a Roha-Ashtami Town for treating wastewater to remove contaminants-making it safe for discharge or reuse. This helps to protect public health and the environment by preventing water pollution. The Project has received the Technical Sanction & Administrative Approval on 25.01.2024The Project has received the Technical Sanction & Administrative Approval on 25.01.2024.

The STP is designed with a treatment capacity of 5.0 MLD and will employ the Sequencing Batch Reactor (SBR) technology. This method effectively treats wastewater before it is discharged into the environment, thereby reducing the risk of waterborne diseases and preventing potential outbreaks caused by pathogens present in untreated sewage.

Consultant further presented that the proposed project site partly falls in CRZ IB, CRZ - III (NDZ) and outside CRZ as per as perapproved CZMP 2019.

  
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The proposed structures and driveway partly fall in CRZ - III (NDZ) and outside CRZ approved CZMP 2019. Proposed project activity is permissible as per Section 5.3 (d) of CRZ Notification 2019.

The Authority noted that the PP has submitted the CRZ map in 1:4000 scale, prepared by the IRS Chennai. As per the said report, The proposed project site partly falls in CRZ IB. CRZ - III (NDZ) and outside CRZ as per CRZ Notification 2019. The proposed structures and Driveway partly fall in CRZ - III (NDZ) and outside CRZ as per CRZ Notification 2019. Though mangroves were present in the vicinity of the proposed project site and the development they were not affected by the mangroves and the boundary of mangroves.

| Description           | CRZ Classification | Area in sqm | Total area in sqm |
|-----------------------|--------------------|-------------|-------------------|
| Project Site Boundary | CRZ -IB            | 124.88      | 4370.00           |
|                       | CRZ-III (NDZ)      | 4068.56     |                   |
|                       | Outside CRZ        | 176.56      |                   |
| Proposed Structure    | CRZ-III (NDZ)      | 870.01      | 905.54            |
|                       | Outside CRZ        | 35.53       |                   |
| Proposed Driveway     | CRZ-III (NDZ)      | 421.00      | 455.49            |
|                       | Outside CRZ        | 34.49       |                   |

The PP has submitted the EIA report prepared by ACE Environment (Nabet accredited consultant). The Authority noted the observations of EIA report along with Mitigation measures and EMP for the project. The PP shall strictly implement the mitigation measures as suggested in the EIA report.

The Authority observed that, mangroves were present in the vicinity of the proposed project site. Consultant presented those mangroves present outside the project boundary. However, all the necessary measure will be implemented to conserve and protect the mangrove area. No mangrove will be cut for the proposed activities.

Proposed project of STP is permissible activity as per para 5.3 (i) (CRZ-III) of CRZ Notification, 2019.

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

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

The Authority noted that the Project is necessary for connecting metro line with Metro Car Depot at Mogharpada as a part of Metro line 4 and 4A by MMRDA.

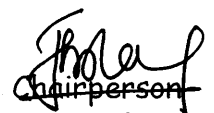
**DECISION:**

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

1. The proposed construction should be carried out strictly as per the provisions of CRZ Notification, 2019 (as amended from time to time) and guidelines/ clarifications given by MoEF from time to time.
2. Prior High Court permission as per Hon'ble High Court order dated 18<sup>th</sup> Sep, 2018 in PIL 87/2006 should be obtained, since the project involves cutting of mangroves.
3. Small creeklet present at proposed mogharpada depot should not be reclaimed. Suitable measures should be taken to protect the natural flow of stream.
4. Natural flow of creek water should not be hampered due to proposed activities.
5. Project proponent should ensure that drainage pattern of the project and surrounding area should not be disturbed.
6. MMRDA to implement Rainwater Harvesting system at the Mogharpada.
7. MMRDA to ensure the Zero liquid discharge at Mogharpada
8. Construction Debris should not be dumped in the CRZ area.
9. Hazardous and toxic waste generated due to depot related activities should not be released in to the sea/creek.



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10. Noise level during operation phase should not exceed the permissible limit.
11. All the safety measures and Disaster Management Plan should be implemented during construction and operation phase of the project.
12. Project proponent should implement Mitigation measures and Environment Management plan & Disaster Management Plan as suggested in the EIA report, effectively and efficiently during construction and operational phase of the project to ensure that coastal environment is protected.
13. All other required permission from different statutory authorities should be obtained.



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**Item No.16:** Proposed construction of protection wall at MoujePalshet, Bajarpeth Kharavivasti, Taluka Guhagar, District Ratnagiri, Maharashtra by MMB

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

The MMB has proposed construction of protection wall at MoujePalshet, BajarpethKharavivasti, Taluka Guhagar, District Ratnagiri.Length of the protection wall is 325 m and Width of the protection wall is 3.5 m

Palshet village is located along the bank of Palshet creek. During the monsoon season, strong wave action and heavy rains increase the risk of inundation for human settlements located along the creek bank due to their close proximity to the Arabian Sea.

The proposed construction of protection wall will safeguard the land and the human settlements along creekbank that are vulnerable to tidal forces during stormy weather and reduce flood risk.

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

**DELIBERATIONS:**

The PP has submitted the CRZ map in 1:4000 scale prepared by the IRS, Chennai showing the site under reference. As per the said map, the length of the protection wall in CRZ IB is 172.64 meter and CRZ IB is 153.79 meter

The Authority noted that the PP has submitted the Rapid EIA report prepared by Building Environment Pvt Ltd which is (Nabet Accredited consultant). The observations, need of project, anticipated impacts and mitigation measures proposed in the EIA report is noted by the Authority.

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;

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As per para 5.4(ii) (c), measures for control of erosion is 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.";*

**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 Beach area should not be disturbed and no construction waste is dumped on the beach.
3. MMB to ensure that Natural geo-morphological features like sand dune, turtle breeding sites, if any should not be disturbed.
4. MMB to ensure that no construction is allowed in mangroves & its 50 m buffer zone.
5. Natural stream, creeklets and natural water bodies should not be disturbed and reclaimed while implementing the coastal protection works.
6. Debris generated during the project activity should not be dumped in CRZ area. It should be processed scientifically at a designated place.
7. MMB to implement recommendations of the EIA / EMP report for mitigation of environment impacts. Recommendations of the CWPRS should be followed.
8. All other required permission from different statutory authorities should be obtained

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**Item No. 17:** Proposed redevelopment of Bldg.No.33 to 39 For 'Adarsh Shramik' CHS. Ltd Situated on C.S.No.209 of Worli Division, Situated, at Aadarsh Nagar, Worli, Mumbai 400030 by Oberoi Realty Limited

**INTRODUCTION:**

The project proponent along with Consultant presented the proposal before the Authority. The proposal is for redevelopment of Bldg.No.33 to 39 For 'Adarsh Shramik' CHS. Ltd Situated on C.S.No.209 of Worli Division, Situated, at Aadarsh Nagar, Worli, Mumbai

Consultant presented that, existing buildings (Nos. 33 to 39 - Total 7 Buildings) on site under reference comprises of Ground + 3 upper floors.

Proposed construction comprises of followings:

| Building                | Configuration                                                                                                                                                                                             | Height (m) |
|-------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------|
| Rehab Building - Wing A | 2 Basements + Ground/Stilt + 1st to 7th (Part Podium & Part Residential) + 8th (Part Amenity & Part Residential) + 9th to 47th (Residential Floors)                                                       | 147.73     |
| Rehab Building - Wing B | 2 Basements + Ground/Stilt + 1st to 7th (Part Podium & Part Residential) + 8th (Part Amenity & Part Residential) + 9th to 47th (Residential Floors)                                                       | 147.73     |
| Sale Building           | 2 Basements + Ground/Stilt + 1st to 9th (Podium Levels) + 10th (Service Floor) + 11th (Amenity Floor) + 12th (Service Floor) + 13th to 60th (Residential Floors) + 61st (Part Terrace & Part Residential) | 245.10     |

Plot area is 68181.10 Sqm, FSI area is 137189.96 sqm, Non FSI area is 137189.96 Sqm, Total Construction area is 20371.06 Sqm

**DELIBERATION:**

  
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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 proposed project site falls in CRZ-II, CRZ-III (NDZ within CRZ-II) and Out of CRZ area as per approved CZMP vide CRZ Notification 2019.

| Sr. No. | Zonation                    | Area in sqm |
|---------|-----------------------------|-------------|
| 1       | CRZ-II                      | 3551.56     |
| 2       | CRZ-III (NDZ within CRZ-II) | 1036.94     |
| 3       | Out of CRZ                  | 12635.62    |
|         | Total                       | 17224.12    |

The Authority noted that, MoEF&CC New Delhi has approved the Coastal Zone Management Plan (CZMP) of Mumbai vide letter dated 29.09.2021. As per the said approved CZMP, project site falls in CRZ II and CRZ III (NDZ) within CRZ II Greater Mumbai & Non CRZ area. The Authority observed that, part of construction is falls in NDZ within CRZ-II.

The Authority asked consultant about permissibility of proposed construction of NDZ area within CRZ-II as per CRZ Notification, 2019. Consultant presented that, MCGM has approved the relocation of reservation Recreational ground (EOS 2.6), Primary Secondary School + Student Hostel (EE1.2 + RSA 2.7) as per Reg. 13 (6) of DCPR 2034. Accordingly, Consultant requested CRZ Clearance considering the CRZ-II area.

The Authority noted that, as per approved CZMP, project partly falls in CRZ-II area and portion of plot area adm. 1036.94 sqm falls in NDZ of CRZ-II area in approved CZMP, 2019 being the Recreational ground in Development Plan as per para 10.3 of the CRZ Notification, 2019.

With respect to NDZ portion of plot in CRZ-II area, the Authority noted that, MCGM has approved the relocation of reservation Recreational ground (EOS 2.6), Primary Secondary School + Student Hostel (EE1.2 + RSA 2.7) as per Reg. 13 (6) of DCPR 2034. The necessary modification from NDZ of CRZ-II area to CRZ-II area in the approved CZMP of Greater Mumbai under CRZ Notification, 2019 is required to allow development on the said portion of the plot. The Authority noted that the as para 7 of the Annexure IV of the CRZ Notification, 2019 provides for the revision of the CZMP, as per which, matter of revision in CZMP shall be referred to NCSCM who shall examine the matter. It was observed that the matter of deletion of NDZ portion may be referred to NCSCM, Chennai for examination through MoEF&CC, New Delhi.

  
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With respect to CRZ II portion, 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.

With respect to Non 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.

**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 in CRZ-II is subject to local town and country planning regulations as applicable from time to time and it is within the limit of permissible FSI as per Town and Country planning regulations existed as on 18<sup>th</sup> January, 2019 before issuing commencement certificate to the project.
3. The concerned Planning Authority to strictly ensure that no construction is allowed in 1036.94 sqm i.e. NDZ of CRZ-II area in approved CZMP, 2019
4. PP to obtain the Environment clearance under EIA Notification, 2006 since total construction area exceeds 20,000 Sqm.



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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.
7. Solid waste generated should be properly collected and segregated. Dry/ inert solid waste should be disposed of as per Solid waste Rules of 2016 to the approved site for land filling after recovering recyclable materials.
8. Safe disposal of the wastewater should be ensured.
9. Local body to ensure that there is not prohibitory order for development / approval from any Hon'ble Court, before issuing Commencement certificate.
10. All other required permission from different statutory authorities should be obtained

The Authority further decided to refer the matter of deletion of NDZ portion from approved CZMP, 2019 to NCSCM, Chennai for examination through MoEF&CC, New Delhi.

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**Item No. 18:** Proposed amendment in residential cum commercial project located at plot no. 1, 02, 03, 04, 05, 06 & 07, sector 25, Kamothe. Navi Mumbai, Maharashtra by M/s. Villa Realcon LLP

**INTRODUCTION:**

The project proponent along with Consultant presented the proposal before the Authority. The proposal is for amendment in residential cum commercial project located at plot no. 1, 02, 03, 04, 05, 06 & 07, sector 25, Kamothe. Navi Mumbai

Consultant presented that PP has obtained earlier CRZ recommendation from the MCZMA vide letter dated 26.08.2020 under CRZ Notification 2011.

Now, PP has amended the building plans. Hence, the PP is seeking the revised CRZ recommendation in accordance with provisions of CRZ Notification, 2019.

| Pervious EC / Existing Building |                                                                          |            | Proposed Configuration    |                                                                       |             | Reason for Modification / Change     |
|---------------------------------|--------------------------------------------------------------------------|------------|---------------------------|-----------------------------------------------------------------------|-------------|--------------------------------------|
| Building Name                   | Configuration                                                            | Height (m) | Building Name             | Configuration                                                         | Height (in) |                                      |
| 1 building having 4 wings       | A wing and D wing- Ground + 13 floors<br>B & C wing - Ground + 14 floors | 43 m       | 1 building having 4 wings | A wing - Ground (Commercial & Parking) + 14 floors- residential flats | 44.90       |                                      |
|                                 |                                                                          |            |                           | B wing- Ground (Commercial & Parking) + 15 floors - residential flats | 47.77       |                                      |
|                                 |                                                                          |            |                           | C wing- Ground (Commercial & Parking) + 15 floors- residential flats  | 47.77       | Change of building configuration and |
|                                 |                                                                          |            |                           | D wing - Ground (Commercial & Parking) + 14 floors- residential flats | 44.90       | increase of building height          |

Plot area is 8323.55 Sqm, FSI area is 34734.252 sqm, Non FSI area is 6455.75 Sqm, Total Construction area is 41190.00 Sqm

  
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**Deliberations:**

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

| CRZ classification | Area in Sqm | Total area in Sqm |
|--------------------|-------------|-------------------|
| CRZ II             | 1669.0      | 8325.0            |
| Outside CRZ        | 6656.0      |                   |

The Authority noted that PP has obtained earlier CRZ recommendation from the MCZMA vide letter dated 26.08.2020 under CRZ Notification 2011.

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

*"(ii) Construction of buildings for residential purposes, schools, hospitals, institutions, offices, public places, etc. shall be permitted only on the landward side of the existing road, or on the landward side of existing 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"*

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

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

The Authority noted that proposed construction of building in CRZ II area is permissible on landward side of existing road or existing authorized structure subject to FSI as per Town and Country planning regulations existed as on date of the CRZ Notification, 2019 i.e. 18<sup>th</sup> January, 2019. The concerned planning authority should strictly ensure that the proposed construction is within the limit of permissible FSI as per DCR existed as on 18<sup>th</sup> January, 2019. Construction in Non CRZ area is outside the ambit of CRZ Notification, 2019

The Authority further noted as per para 7(iv) of the CRZ Notification, 2019:

*"Projects or activities which attract the provisions of this notification as also the provisions of EIA notification, 2006 number S.O. 1533(E), dated the 14th*



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September, 2006, shall be dealt with for a composite Environmental and CRZ clearance under EIA Notification, 2006 by the concerned approving Authority, based on recommendations of the concerned Coastal Zone Management Authority, as per delegations i.e., State Environmental Impact Assessment Authority (hereinafter referred to as the SEIAA) or the Ministry of Environment, Forest and Climate Change for category 'B' and category 'A' projects respectively"

**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 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 construction of building in CRZ II area is permissible on landward side of existing road or existing authorized structure subject to FSI as per Town and Country planning regulations existed as on date of the CRZ Notification, 2019 i.e. 18<sup>th</sup> January, 2019, 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. Environment clearance under EIA Notification, 2006 should be obtained from competent Authority.
6. PP should implement all environment measures such as STP, rainwater harvesting, solar lighting, OWC etc and other measures.
7. Safe disposal of the wastewater should be ensured.
8. All other required permission from different statutory authorities including Civil Aviation NOC or CCZM certificate, Fire NoC should be obtained before starting construction at the site shall be ensured by Urban Local Body.



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**Item No. 19:** Proposed construction of Residential Cum Commercial Building on Plot No.200-211, Sector-04, Ghansoli, Navi Mumbai by M/s. Shubham Developers

**INTRODUCTION:**

The project proponent along with Consultant presented the proposal before the Authority. The proposal is for construction of Residential Cum Commercial Building on Plot No.200-211, Sector-04, Ghansoli, Navi Mumbai

Plot area is 1804.86 Sqm, FSI area is 3752.92 sqm, Non FSI area is 3158.53 Sqm, Total Construction area is 6591.94 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 partly falls in CRZ-II area and partly falls outside CRZ area as per CZMP, 2019.

| CRZ Classification | Area in Sqm |
|--------------------|-------------|
| CRZ -II            | 1556.55     |
| Outside CRZ        | 248.31      |
| Total              | 1804.86     |

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

*"(ii) Construction of buildings for residential purposes, schools, hospitals, institutions, offices, public places, etc. shall be permitted only on the landward side of the existing road, or on the landward side of existing 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"*

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

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

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The Authority discussed the location of site with respect to landward / seaward side of existing road / authorise structure. Consultant informed that, there is existing nalla maintenance road between nalla and project site. Hence, the site under reference is situated on landward side of said existing nalla maintenance road.

The Authority observed that, PP to submit clarification from Planning Authority i.e. NMMC whether the site under reference is situated on landward side of existing road along with year of construction of road. If yes, PP needs to submit the superimposition of existing road on CRZ map in 1:4000 scale through IRS, Chennai.

**DECISION:**

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

  
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**Item No. 20:** Construction of Residential Building on Plot No. 09, Sector 19, Airoli, Navi Mumbai by M/s. Jnan Vikas Mandal

**Introduction:**

The project proponent along with Consultant presented the proposal before the Authority. The proposal is for Construction of Residential Building on Plot No. 09, Sector 19, Airoli, Navi Mumbai

Consultant presented that, NMMC has issued Commencement Certificate dated 19.04.2002 for construction of residential building on site under reference. Part Occupancy Certificate received from NMMC for built up area 2486.22 Sq. Mt. (Gr + 1st floor) on 23.12.2004.

Further, Construction of Ground + 1<sup>st</sup> to 3<sup>rd</sup> Floor has been completed and architect submitted application to NMMC for Full OC on 29.10.2021. However, NMMC has refused to grant Occupation Certificate and asked PP to submit clarification / clearance from MCZMA to grant Occupation Certificate.

The MoEF&CC, New Delhi vide letter dated 14<sup>th</sup> March, 2022 issued SOP regarding ongoing projects which were not in CRZ as per old approved CZMP under the CRZ Notification, 1991 and now falling within the CRZ areas as per the approved CZMP under the CRZ Notification, 2011.

The Municipal Commissioner, NMMC vide letter dated 10.06.2025 submitted the proposal as per SOP :

| Project details                              | Date of Commencement certificate issued by Planning Authority | CRZ status as per approved CZMP, as per CRZ Notification, 1991                    | CRZ status as per approved CZMP under CRZ Notification, 2011                | Whether site is situated within 50 m mangrove buffer zone area |
|----------------------------------------------|---------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------|----------------------------------------------------------------|
| Project on Plot no. 09, Sector - 19, Airoli, | Commencement certificate dated 19.04.2002                     | The land bearing Plot no. 09, Sector -19, Airoli, Navi Mumbai was not affected by | The plot is marginally affected by CRZ-II as per approved CZMP prepared for | Proposed site is not situated within 50 m mangrove buffer zone |

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|                |  |           |                                                                                                                     |       |
|----------------|--|-----------|---------------------------------------------------------------------------------------------------------------------|-------|
| Navi<br>Mumbai |  | CZMP 1991 | CRZ<br>Notification,<br>2011 is affected<br>as per approved<br>CZMP prepared<br>as per CRZ<br>Notification,<br>2011 | area. |
|----------------|--|-----------|---------------------------------------------------------------------------------------------------------------------|-------|

**Deliberations:**

The Authority noted that MoEF&CC, New Delhi vide letter dated 14<sup>th</sup> March, 2022 sent a clarification to MCZMA, regarding ongoing projects which were not in CRZ as per old approved CZMP under the CRZ Notification, 1991 and now falling within the CRZ areas as per the approved CZMP under the CRZ Notification, 2011

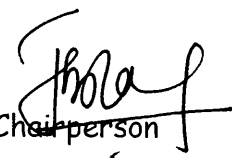
The clarification letter of MoEF&CC, New Delhi reads as follows:

"This has reference to your letter no. MCZMA-2020/CR-26/TC-4 dated 18<sup>th</sup> November, 2020 and meetings held with the Ministry on 13<sup>th</sup> January, 2021 and 26<sup>th</sup> November, 2021 respectively along with City Industrial Development Corporation (CIDCO) and Navi Mumbai Builders Development Association (NMBDA) regarding issues related to ongoing projects which were not in Coastal Regulation Zone (CRZ) as per old approved Coastal Zone Management Plan (CZMP) under the CRZ Notification, 1991 and now falling within the CRZ areas as per the approved CZMP under the CRZ Notification, 2011.

2. As you are aware, the Ministry issued the CRZ Notification, 2011 vide S.O. No. 19(E), dated 6<sup>th</sup> January, 2011 in supersession of the CRZ Notification, 1991. As per the said notification, all the State Government and UT Coastal Zone Management Authority (CZMP) are required to prepare the CZMPs as per provisions of the CRZ Notification, 2011 and get approved by the MoEFCC.

Further, as per the Notification vide S.O. 621(E) dated 31<sup>st</sup> July, 2017, the validity of CZMPs approved under the CRZ Notification, 1991 was extended till 31<sup>st</sup> July, 2018 for consideration of the proposal for CRZ clearance under the CRZ Notification, 2011

  
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3. In view of the above, it is to clarify that the CZMPs approved under the CRZ Notification, 1991 shall be considered valid till 31<sup>st</sup> July, 2018 and the same shall be taken into cognizance for approval of the projects. Thereafter, the projects shall be considered for CRZ clearance as per the CZMP prepared and approved in accordance with the CRZ Notification, 2011 or 2019, as the case may be.
4. It is to further clarify that for the projects not falling in the CRZ area as per the CZMPs approved under the CRZ Notification, 1991 but covered under CZMP prepared under the CRZ Notification, 2011 following procedure may be adopted:-
- The MCZMA shall certify that the proposal for which Commencement Certificate (CC) were issued before the cut-off date of validity of CZMPs approved under the CRZ Notification, 1991, is as per the CZMPs approved under the said notification and shall forward its recommendation to the concerned authority for Occupation Certificate (OC), as applicable.
  - The CIDCO/ concerned regulatory authority shall certify that the proposals for which Commencement Certificate were issued before the cut-off date of validity of CZMPs approved under the CRZ Notification, 1991 as mentioned in Para 3 above, was as per extant building development norms in place, at that time for sanction for such projects.
  - For all other projects, CZMPs approved in accordance with the CRZ Notification, 2011 or CRZ Notification 2019, as the case may be, shall be applicable.
  - All the infrastructure projects shall be considered by the MCZMA as per the extant norms.

The PP has submitted the CRZ map in 1:4000 scale prepared by the IRS, Chennai. As per the IRS report,

- 1) The proposed project site with existing building bearing plot No. 9, sector 19, Airoli, Navi Mumbai, Maharashtra falls completely outside CRZ as per CZMP (Sheet No. 47 A 16 NE) prepared by NCSCM, Chennai vide CRZ Notification 1991.
- 2) The proposed project site with existing building falls partially in CRZ II and outside CRZ as per CZMP (Map No. MH 79) prepared by NCSCM, Chennai vide CRZ Notification 2011. The reason is the 100m setback line for creek.
- 3) The proposed project site falls completely outside CRZ because the 50m setback line for creek as per CZMP (Map No. MH 79) prepared by

  
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NCSCM, Chennai vide CRZ Notification 2019. The reason is the 50m setback line for creek.

| S.No | CRZ - Classification | Area (1991)<br>in Sq.m | Area (2011)<br>in Sq.m | Area (2019)<br>In Sq.m |
|------|----------------------|------------------------|------------------------|------------------------|
| 1    | CRZ - II             | 0.00                   | 778.69                 | 0.00                   |
| 2    | Outside CRZ          | 5990.26                | 5211.58                | 5990.26                |
|      | <b>Total</b>         | <b>5990.26</b>         | <b>5996.26</b>         | <b>5990.26</b>         |

The Proposal was earlier considered in 184<sup>th</sup> meeting of MCZMA held on 18.07.2025, Wherein the Authority observed that, the Municipal Commissioner, NMMC need to certify that Commencement Certificate dated 19.04.2002 was issued by NMMC is as per extant building development norms in place, at that time for sanction for project.

Consultant presented that, Municipal Commissioner, NMMC vide letter dated 30.09.2025 certified that Commencement Certificate dated 19.04.2002 issued by NMMC for construction of College is as per extant building development norms in place, at that time for sanction for project.

The Authority noted that, concern planning authority granted the Commencement Certificate on 19.04.2002, at the relevant time, the plot was not situated in CRZ area, as per approved CZMP under CRZ Notification, 1991. As per approved CZMP, 2011, the site under reference is situated in CRZ-II area. As per approved CZMP, 2019, the site under reference is situated in Non CRZ area. Now, construction is completed on site and pending for Occupation Certificate.

The Authority noted that, the MoEF&CC, New Delhi has already clarified that the CZMPs approved under the CRZ Notification, 1991 shall be considered valid till 31st July, 2018 and the same shall be taken into cognizance for approval of the projects.

**Decision:**

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

  
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**Item No.21:**

CIDCO representation pertaining to issue related to ongoing projects which were not in CRZ as per old approved CZMP under the CRZ Notification, 1991 and now falling within the CRZ, as per approved CZMP, 2011,

The Authority noted that the CIDCO has sent a representation dated 11.9.2025 pertaining to ongoing projects which were not in CRZ as per old approved CZMP under the CRZ Notification, 1991 and now falling within the CRZ, as per approved CZMP, 2011.

The CIDCO has sent the list of 12 projects, from Dronagiri and Ulwe, Navi Mumbai. It was stated that, such projects were granted permissions between 31.7.2018 to 21.9.2019 and now such projects are pending for occupation certificate. CIDCO has stated that approved of CZMP 2011 was communicated to CIDCO by the MCZMA on 21.9.2019. CIDCO has requested suitable directives for processing such cases for grant of occupation certificate.

**DELIBERATIONS:**

The Authority noted that, MoEF&CC vide letter dated 14<sup>th</sup> March, 2022 sent a clarification, with respect to ongoing projects which were not in CRZ as per old CZMP, 1991 and falling within the CRZ, as per approved CZMP, 2011. As per the said clarification of MoEF&CC, New Delhi, proposal for which Commencement Certificate (CC) were issued before the cut-off date of validity of CZMPs approved under the CRZ Notification, 1991, i.e. 31<sup>st</sup> July, 2018 can be considered for Occupation Certificate (OC), as per procedure stipulated in the said communication of the MoEF&CC, New Delhi. Accordingly, the Planning Authorities like CIDCO, NMMC are sending the proposal in a standard operating procedure (SOP) format to MCZMA for recommendation for grant of OC for the ongoing projects.

Now, the CIDCO is requested to extend the cut-off date of Commencement Certificate (CC), as CIDCO has granted certain permissions between 31.7.2018 to 21.9.2019 as per the prevailing town planning rules.

The Authority noted the representation of the CIDCO and felt that it could be sent to MoEF&CC for necessary guidance and instructions.

  
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**DECISION:**

In view of above, the Authority after deliberation decided to refer the representation of CIDCO to MoEF&CC, New Delhi for necessary guidance & instructions in the matter.



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**Annexure I**

List of members/officials present in the online meeting:

1. Shri. Praveen Pardeshi, BNHS, Member, MCMA
2. Shri. Udange, Dy. Che. Eng. DP, MCGM, Member, MCZMA
3. Shri. Mirashe, Representative from Industries Dept,
4. Dr. Anish Andheria, Wildlife Conservation Trust, Expert Members,  
MCZMA
5. Dr. L. R. Ranganath, CWPRS, Expert Member, MCZMA
6. Dr. Milind Sardesai, Savitribai Phule Pune University, Expert Member,  
MCZMA
7. Dr. Amit Bansawal, NEERI, Expert Member, MCZMA
8. Dr. Abhay Pimparkar, Director, Environment & CC and Member Secretary,  
MCZMA

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Member Secretary

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