

*Minutes of the 196th Meeting of Maharashtra Coastal Zone Management
Authority held on 17th April 2026*

The 196th 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 17th April, 2026. List of members present in the meeting is attached as Annexure-I.

Confirmation of Minutes of 195th meeting of MCZMA:

The Authority decided to confirm the Minutes of 195th meeting of MCZMA held on 25th March 2026 with following changes: -

For Item No. 39, following paragraph added in deliberation-

"Consultant presented that, the project site falls in partly in CRZ II area, partly in CRZ III (NDZ within CRZ-II Greater Mumbai) and partly in NON CRZ area as per final approved CZMP as per CRZ Notification, 2019 and situated on landward side of the existing road. Reconstruction of the existing building is proposed which is permissible as per para 5.2(iv) of the CRZ Notification, 2019.

CTS No.	CRZ-Classification	Area (in sq.m)	Total Area (in sq.m)
11773	CRZ II	842.45	4164.60
	Outside CRZ	3322.15	
11744	CRZ III (NDZ within CRZ II - Greater Mumbai)	1902.87	3691.60
	Outside CRZ	1788.73	
Total			7856.2



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Item No.1: Proposed construction of Anti Sea Erosion Bund from Sakhar jetty to Akshi Beach Tal. Alibag& Dist. Raigad. (Part-2) by Public Works Department

INTRODUCTION:

The officials from the Public Works Department (PWD) along with consultant presented the proposal before the Authority.

The PWD has proposed construction of Anti Sea Erosion Bund from Sakhar jetty to Akshi Beach Tal. Alibag& Dist. Raigad. Length of the proposed bund is 700 meter.

PWD officials presented that, the project site is facing severe coastal erosion due to continuous wave action, especially during high tide. Erosion has already caused damage to residential houses, existing roads, and nearby agricultural lands. The situation is worsening progressively, posing risk to local infrastructure and livelihoods.

PWD officials further informed that, Local villagers have demanded construction of an anti-sea erosion bund to protect, Residential shelters, Road infrastructure, Agricultural lands. News was published in Sakal New paper dated 23.09.2024 about sea erosion at Akshi beach

The Gram Panchayat, Akshi& Raigad JilhaMachhimarMadhy. SahakariSangh Ltd. (vide letter no. Outward no. 30|2019-20) has also submitted request letter for construction of ASEB. Design of coastal protection measures received from CWPRS on 17 February 2023.

Consultant presented that, the project site is situated in CRZ IB and CRZ III (NDZ) wherein proposed anti-sea erosion bund is permissible as per provisions of the CRZ Notification, 2019.

DELIBERATIONS:

The PP has submitted the CRZ map in 1:4000 scale and report prepared by the Institute of Remote Sensing, Chennai.



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CRZ classification	Length
CRZ IB	296.83
CRZ III (NDZ)	403.17
Total	700

The PP has submitted the EIA report prepared by the M/s Goldfinch Engineering System Private Ltd (Nabet Accredited Consultant). The Authority noted the observations, anticipated impacts and mitigation measures proposed in the EIA report. As per the EIA report, project site is not affected by the Mangrove and its 50 m buffer zone area. The nearest mangrove patch occurs approximately 280 m east of the project site, near Akshi village, dominated by *Avicennia marina* species.

Expert Members during the meeting discussed that, MMB has also proposed the anti-sea erosion bund at village Akshi, hence, PWD need to also check whether there is duplication or overlap of the project. The PWD officials presented that stretch selected by the PWD for anti- sea erosion bund is differs from MMB stretch.

Expert Member instructed the PWD to ensure that Ecologically sensitive areas / Natural geo-morphological features like Mangrove, turtle breeding sites, sand dunes, if any should not be disturbed.

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

Project Activity	CRZ category	Permissibility as per CRZ Notification, 2019 (Clauses)
Proposed anti-sea erosion bund	CRZ IB	5.1.2(i)(d)
	CRZ III (NDZ)	5.3(i)

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

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

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

DECISION:

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

1. The proposed project should be carried out strictly as per the provisions of CRZ Notification, 2019 (as amended from time to time) and guidelines/ clarifications given by MoEF&CC from time to time.
2. PP to ensure that project activities to be implemented ensuring minimal disturbance to the coastal environment PWD to ensure that Natural stream, creeklets and natural water bodies should not be disturbed.
3. PWD to ensure that Ecologically sensitive areas / Natural geo-morphological features like Mangrove, turtle breeding sites, sand dunes, if any should not be disturbed.
4. During construction phase, the project implementing agency should proactively implement all possible appropriate environmental measures to achieve minimum disturbance to coastal ecosystem.
5. Debris generated during the construction activity should not be dumped in CRZ area. It should be ensured that debris is processed in a scientific manner at a designated site, as per MSW Rules, 2016.
6. Project proponent should implement Mitigation measures and Environment Management plan as stipulated in the EIA report, effectively and efficiently during construction and operational phase of the project to ensure that coastal environment is protected.
7. All other required permission from different statutory authorities should be obtained before starting construction at the site shall be ensured by Urban Local Body.



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Item No.2: Proposed Scuttling Of Ex-Ins Guldar Underwater Museum, Artificial Reef and Submarine Tourism At Nivati Rocks Off Sindhudurg by Maharashtra Tourism Development Corporation Limited

INTRODUCTION:

The officials from the Maharashtra Tourism Development Corporation Limited (MTDC) along with consultant presented the proposal before the Authority.

The MTDC has proposed scuttling of EX-INS Guldar underwater museum, artificial reef and submarine tourism at Nivati rocks off Sindhudurg coast Maharashtra State. The geographical location of proposed activity 150 52' 18.9000 N, 073 °29' 06.8906" E

The project is titled India's First Underwater Museum, Artificial Reef, and Submarine Tourism: The Ex-INS Guldar World-Class Attraction in Sindhudurg, Maharashtra. This will be executed in phases and the proposal, at present, is the strategic scuttling of the decommissioned naval vessel Ex-INS Guldar near Nivati Rocks off Sindhudurg district.

It was presented that, the INS Guldar is a decommissioned Indian Naval vessel proposed for deliberate scuttling at a designated location near Nivati Rocks, along the Maharashtra coast, as part of an initiative to establish India's first dedicated underwater shipwreck museum. The underwater museum concept is designed to serve the dual purpose of providing a unique ecotourism and recreational diving destination while simultaneously creating an artificial reef that promotes marine biodiversity and ecosystem development. The deliberate sinking of vessels to create artificial reefs, creating a unique ecotourism and recreational diving destination while simultaneously building an artificial reef that promotes marine biodiversity and ecosystem development. The INS Guldar project has the potential to achieve the same and more, given Sindhudurg's growing profile as a coastal tourism destination. However, the long-term success and safety of such installations depend critically on a thorough understanding of the local hydrodynamic environment.


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The present phase involves only the scuttling part which will be actually implemented on site by M/s Mazagon Dock & Shipbuilders Ltd (MDL), as appointed by MTDC, as their engineering partners. After the ship is scuttled and coral reefs are formed, after a span of 24- 36 months, then the tourism project of watching the coral reefs with scuba diving methodology is proposed to be implemented by MTDC. This second phase involves some ancillary coast works such as jetty, docking facility for submarines, workshop for repairs of submarines, ticketing facility, toilet for visitors and necessary amenities for the tourists. These works will be planned in details and suitable proposal will be submitted to MCZMA thereafter

DELIBERATIONS

The PP has submitted the CRZ map in 1:4000 scale and report prepared by the National Institute of Oceanography (NIO), Goa which is MoEF&CC authorized agency. As per the said NIO report, the geographical location of proposed scuttling of EX-INS Guldar underwater museum, artificial reef and submarine tourism at Nivati rocks off Sindhudurg coast Maharashtra State is 15° 52' 18.9000 N, 073° 29' 06.8906" E. The proposed activity falls in CRZ IV-A area.

The Hydrodynamic and Wave Modeling for the INS Guldar underwater museum has been carried out for the project. This report presents the complete hydrodynamic and spectral wave modelling study undertaken in support of the proposed INS Guldar Underwater Museum project- India's first dedicated naval shipwreck museum, proposed for the Nivati Rocks site off the Maharashtra coast. Given the national significance of this initiative, a rigorous, multi-scenario modelling framework has been applied to characterise both pre-scuttling (baseline) and post-scuttling hydrodynamic and wave conditions, covering three representative seasonal periods: January (northeast monsoon), July (peak southwest monsoon), and September (post-monsoon transition).

1. The Nivati Rocks reef complex provides natural sheltering that keeps current speeds at the deployment location within safe recreational diving limits throughout the northeast monsoon season. The 22 m water depth at the selected location, combined with the vessel's geometry, delivers a 10 m overhead clearance that simultaneously satisfies vessel navigation safety, diver ascent safety, recreational accessibility across all



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certification levels, and ecological light conditions. The site selection is well-considered and should be confirmed.

2. The southwest monsoon transforms the site. July current speeds at the hull exceed 0.41 m/s and wave heights at 100 m reach 3.6 m - conditions that make recreational diving genuinely unsafe by any standard. Site closure during July and August is not a precaution; it is a requirement. September represents a transitional window requiring real-time monitoring. January through April is the primary operational season
3. Although the ship's broader hydrodynamic influence is contained within 200 m, the immediate hull zone contains sharp current gradients, flank acceleration zones at the bow and stern, wake turbulence, and near-bed silt suspension risks that demand site-specific management. Permanent descent lines, upstream mooring positions, current-state briefings, and buddy-system requirements are essential infrastructure - not optional enhancements.
4. No hydrodynamic finding from either scenario represents an insurmountable barrier to the project. The site is well-sited, the ship's hydrodynamic footprint is localised, the seasonal access framework is achievable, and the near-field management measures are standard wreck diving protocols implemented worldwide at comparable sites. The INS Guldar Underwater Museum project is hydrodynamically viable.

The PP has submitted the rapid Marine EIA report prepared by NIO, Goa. The report states that, the INS Guldar has an overall length of 81 m, making it a medium-class naval vessel well suited to artificial reef applications - large enough to offer complex, multi-zone diving across its length, yet compact enough to be contained within a clearly demarcated exclusion zone. The vessel's cross-sectional profile varies significantly along its length, reflecting the transition from the lower, narrower stern to the broader midship region and the more elevated bow. Overall Length: 81 m. The vessel spans 81 m from stern to bow. This length is sufficient to provide at least four distinct diving zones - stern, aft deck, midship, and bow - each with different structural features, depth profiles, and ecological niches. The 81 m footprint will be clearly marked by permanent mooring buoys positioned at 50-100 m from the hull extremities.

Certain Anticipated impacts-



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The controlled sinking of decommissioned vessels for artificial reef deployment is widely recognized as marine enhancement strategy. However, deployment can cause temporary environmental disturbances and affect the physical, chemical and biological component of the marine ecosystem. Environment assessment for ship reefing projects typically follow international best practices outline by the UNEP and National Oceanic & Atmospheric Administration as well as provisions under London convention on the prevention of marine pollution by dumping of waste and other matter & its 1996 protocol.

- Before deployment, ex- Guldar will undergo contaminant removal and will be issued a no objection certificate (NoC) by the MPCB, ensuring environment safety.
- Over time, the new hard substrate will be colonized by epibenthic organism (coral, sponges, barnacles) and enhance benthic diversity. Thus, any initial loss of benthic species is considered minor and will be mitigated by habitat gains on the wreck structure.
- In summary, no direct loss of coral or sponge habitat is foreseen; the project is expected to yield a net gain for hard substrate biota such as corals and sponge in the future
- Overall any impact on the birds are expected to be negligible
- The project is generally expected to benefit local fisheries by creating reef habitat. In the short term, however, the establishment of wreck will improve a small "no fishing" zone to protect divers and the structure
- The new reef / diving site may compete with traditional fishing grounds. Local fishers might find their access restricted (eb. dive exclusion zone) or face gear conflict (anchor snagging net). This can cause socio-economic stress for fishers and require careful regulation
- Habitat conversion (soft bottom to hard reef) will favour reef associate species (eg. groupers and snappers) and disadvantage those that need open sand. Some commercial species might decline if their nursery grounds are altered.
- Underwater and surface noise from tour boats and submarine vessels can disrupt dolphins and whale behaviour. Increased noise may force animals to change communication signals and raise stress level.
- Careful site selection and preparatory cleaning are intended to avoid sensitive habitat. There are no nearby major coral reefs, seagrass beds, or protected areas in the immediate vicinity. Overall no significant impact on any legally protected or vulnerable species or sites is anticipated, the



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report assumes the reef will enhance local biodiversity rather than harm it.

- If not properly clean, vessel may contain plastics, insulation materials, wiring and other debris that could enter the marine environment. Such material may pose ingestion or entanglement risk to marine fauna. International reef guidelines require the removal of all non-structural and potentially polluting materials before sinking
- Residual wastewater, bilge water or sewage may be released during sinking, if not completely drained from vessel. This discharge may temporarily affect water quality by introducing organic matter or contaminants. Pre-deployment environmental preparation procedures ensure that wastewater systems are flushed and cleaned before the scuttling.
- Corals and sponges in the nearby MMS are not expected to be directly affected due to distance from the project site, though temporary sediment plumes may stress isolated patches.

Certain Mitigation measures-

- A well-defined management and monitoring plan needs to be in place for each of the aspects related to the proposed project activity
- A team of experts should be assigned and should be on site during the entire phase of the project so that the activities are in check and the impacts are minimized.
- The project proponent / principal investigator should consider and adhere to all the international treaties and agreements to which India is a signatory and a party.
- Adhere to the best industrial practices in the country so as to minimize the environment impact due to the project activities
- Noise level of the machinery and equipment should be within the permissible limit described by MoEFF&CC and CPCB.
- Organic solid and liquid waste on the vessels involved in the project during scuttling activity should not be disposed off in the ambient waters. It should be properly processed and or disposed of as per the guidelines
- Maintain adequate special separation from the known coral patches
- Use turtle friendly, low intensity downward directed lighting on the vessels during night operations
- Conduct regular consultations with local fishers to define exclusion zones and navigations routes



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- Clearly demarcate no fishing and diving zones using buoys and GPS coordinates to prevent gear conflicts
- Where access restrictions are significant, provide skill development programme enabling local fishers to participate in dive tourism, boat services or reef monitoring
- Undertake periodic fish assemblage /stock assessments to evaluate shifts in species composition and fisheries benefits.
- Oil spill response equipment, including absorbent booms, skimmers and containment materials should be readily available during all operational phases.

During the meeting, Members from Mangrove Cell informed that there is UNDP project of coral translocation is proposed to be undertaken at Malvan. Further, it need to be checked whether the project of Scuttling Of Ex-Ins Guldar ship is proposed in Malvan Marine Sanctuary. MTDC officials and consultant presented that, the project will not affect the existing coral and infact will enhance the coral growth. Project is 2 km from the Malvan Marine Sanctuary. The Authority asked the MTDC to obtain the remarks/ NoC from the Mangrove Cell with respect to above raised concern. The MTDC officials during the meeting agreed for the same.

During the meeting, expert Members extensively deliberated on the impact of the project on local fisheries/ fishermen. Expert Members opined that MTDC need to hold talks with local fishermen for spreading awareness and their concern needs to be taken into consideration. Activities of local fishermen should not be hampered due to project activities. NoC from the fisheries point of view from competent Authority shall be obtained.

Consultant during the meeting presented that, the project attracts Office Memorandum (OM) dated 22.7.2022 issued by the MoEF&CC regarding deployment of artificial reef modules. Consultant and MTDC officials presented that activities would be proposed strictly in accordance with said OM of the MoEF&CC.

The Authority observed that, proposal should not be in conflict with the other activities rather, it should be complementary to local fishing activities and should aim for enhancing the local fisheries.



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In view of above, considering the above said OM dated 27th July, 2022 of the MoEF&CC, New Delhi, following General Guidelines are hereby issued for undertaking proposed activity -

1. The proposed activity should be carried out strictly as per office Memorandum OM) dated 22.7.2022 issued by the MoEF&CC, New Delhi.
2. International best green practices to be implemented for establishment and operation of scuttling of ship, adhering to the principle of sustainability.
3. Proposed project should not be located in Marine Sanctuary and shall not affect the existing corals, if any.
4. Ecologically sensitive areas / Natural geo-morphological features like Mangrove, turtle breeding sites, Fish breeding areas, sand dunes, if any should not be disturbed.
5. Remarks / NoC from the Mangrove Cell should be obtained.
6. Arterial Reef should be environmentally safe, material should not be toxic in nature. Their handling, transportation, preparation and placement on the sea floor should be scientifically accomplished within safe and relatively low risk. Avoid materials that can degrade into harmful substances or cause pollution.
7. The Structure should be strong enough to withstand ocean currents, storms or other forces. Ensure long term stability to prevent disintegration or movement of structure.
8. Activities of local fishermen should not be hampered due to project activities. NoC from the fisheries point of view from competent Authority shall be obtained.
9. Navigation routes should be selected to avoid conflict with local fishing boats.
10. The PP should involve local communities, fishermen, conservationist and other stakeholder in the planning and implementation of project
11. None of the project activities should negatively impact on the existing integrity of the marine resources in the vicinity of the project location and livelihood of coastal community.
12. Proponent shall take utmost precaution and implement best international practices with respect to pollution mitigation / management, while implementation of the project. NoC from the MPCB shall be obtained.
13. Project proponent should implement Mitigation measures and Environment Management plan as stipulated in the EIA report, effectively and



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- efficiently during construction and operational phase of the project to ensure that coastal environment is protected.
14. No food waste shall be dumped in open area and proper food waste disposal system shall be in place.
 15. No use of Plastic Policy in order to protect any harm to the environment & fauna of the Study area
 16. No labour camps are allowed in CRZ area and it should be ensured that the wastewater from these entities should not be released into the sea.
 17. There shall not be any kind of discharge/ disposal in the marine water/ CRZ area.
 18. The artificial structures shall not be deployed in or over the natural living coral reef or sea-grass areas, if any.
 19. These structures shall not hinder the navigational channel or the monitoring stations/units deployed in the sea.
 20. The CZMA/ Fisheries Department undertake monitoring and analyse the changes in biodiversity/fisheries and seabed morphology after complete deployment through necessary studies.
 21. Regular monitoring of project activities during construction and operation phase should be ensured through expert committee having members from multidisciplinary field like, marine science, pollution abatement, safety, biodiversity, fisheries, coral experts etc.
 22. All other required permissions from different statutory authorities should be obtained prior to commencement of work



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Item No.3: Proposed Development of Marina in Mumbai Harbour with supporting infrastructure onshore such as Marina Terminal building, Namo Bharat International sailing school, Marine sports and tourism Development center, Hotel, Marina Clubhouse, Yacht repair yard and parking facility in MumbaiPort, Mumbai by Nihar Santosh Deorukhkar, Mumbai Port Authority (MbPA)

INTRODUCTION

The officials from the Mumbai Port Authority (MbPA) along with consultant presented the proposal before the Authority.


The proposal was earlier deliberated in 192nd meeting of the MCZMA held on 20th December, 2025, wherein the Authority noted the project details.

The MbPA has proposed Development of Marina in Mumbai Harbour with supporting infrastructure onshore such as Marina Terminal building, Namo Bharat International sailing school, Marine sports and tourism Development centre, Hotel, Marina Clubhouse, Yacht repair yard and parking facility in Mumbai Port, Mumbai.

The proposed Marina development in Mumbai, led by the Mumbai Port Authority, is set to transform the city's waterfront. Spanning 41.5 ha including both water and land area, the project includes dedicated areas for a Terminal Building, Marina Clubhouse, Restaurant, and a hotel along with Parking stack, Boat yard, and internal roads, with a substantial portion reserved for the Marina water area. Featuring 604 berths, comprehensive facilities, and stringent security measures, it aims to cater to vessel maintenance, repair, and recreational activities, ensuring a vibrant maritime hub for Mumbai.

The main objective of the yacht marina project is to offer a safe and easily accessible facility for yacht owners to dock and store their vessels. The marina will be equipped with key services, including yacht maintenance, fuel supply, access to various amenities, and protection against harsh weather conditions.


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Components of the proposed Marina are as follows-

1. Pile Jetty Breakwater-

In Phase I, Reinforced Concrete piled jetty type breakwater have been proposed due to poor soil condition and the total length of the breakwater is 1477m. The piles will be driven to rock, and it will be designed as rock socketed piles. RC wall up to 0.5m beneath seabed level have been proposed to prevent the wave and current enter inside the basin throughout the length. A cable trench of 700mm x 350mm is provided for potable, firewater and electrical supply from onshore to the proposed marina and the trench will act as a pedestrian walkway. Light poles are proposed 10m c/c along the piled breakwater. The width of the roadway for the proposed piled breakwater is 3.5m. The total width of the RC jetty is 4.8m and the piles are spaced at 3.7m and 5m respectively.

2. Berthing, landing pontoons, Gangway and Guide piles-

The width of berthing and landing pontoons and walkway pontoons have been proposed as per AS 3962 guidelines. Floating pontoons such as berthing, walkway and landing pontoons are proposed for capable of berthing 424 yachts. An aluminium gangway width of 1.5m is provided with the gradient of 1:4 based on the AS 3962 guidelines. The length of the gangway is 22m. One end of Gangway will be supported on Gangway Platform with horizontal and vertical articulation allowing free movements and the second support will be resting on the floating pontoon. Gangways decked with WPC grating. Steel guide piles are proposed at the end of the berthing pontoon and along the walkway pontoon specific intervals. Extruded D type fender has been proposed at Pontoons. Mooring bollards shall be installed to cast-in anchor sockets, cast into the main structure of the jetty at locations along both sides of the Jetty or the spacing suitable for the moored boats.

3. Gangway Platforms-

In Phase I, five numbers (4 nos' of 10m x10m & 1 no of 15m x 10m) of RC piled gangway platform proposed for supporting gangway due to poor soil condition. The size of the platform supporting 3 number of gangways is 15m x 10m and the size of two-way platform is 10m x 10 m respectively.

4. Service Platform-


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A service platform is proposed on the approach connecting side and the platform is integrated with piled breakwater. The length and width of the service platform is 28m

and 30m respectively. The service platform can be used for supporting gangway. It is to be noted that the construction of the service platform will be taken up by the port,

However, the services will be provided by the PPP operator. The proposed service platform consists of following facilities -

- Admin section
- Security section
- Portable toilet
- Electrical room
- Buggy Car parking
- Coffee machine

5. Boat Ramp near Shore-

In Phase I, piled Boat ramp near shore is proposed for repair and maintenance of Yacht and stacking of yachts onshore. The length and width of the Boat ramp is 54m and 21m respectively.

6. Approach Trestle-

Primary purpose of approach trestle is to provide connectivity between the shore and the proposed yacht marina for vehicular movement, pedestrian access and utilities. The total length of the approach trestle is about 523m. The deck level of approach trestle is kept at an elevation of +7.0m and sloped towards onshore to connect with existing wharf of Elevation +5.972m with respect to CD including 100mm thick screed

7. Maintenance Dredging in the Marina Basin-

Phase 1 of the marina can accommodate yachts with lengths between 10m to 30m and the required water depth for the smooth and hassle-free mooring, berthing and entering and exiting the marina basin varies depending upon the size and weight of the yachts.

8. Onshore Development-

The Entire Mumbai Marina project is being developed to promote marine tourism and add a new tourism destination in Mumbai. The Marina will provide a safe and secured berthing positions for over 500 yachts with


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lengths ranging from 10 m to 30 m and 8 mega yachts. Thus, paving a pathway to promote marine tourism, sailing activities and water transport. It is projected that people not only from India, but from all around the world will be visiting the marina. To support and cater this tourists, world class hospitality amenities and services are proposed to be housed on the land area of the Victoria docks. These amenities will include the Terminal Building, Marina Club house, restaurants, starred hotel with lodging-boarding and boat maintenance shed and a yard

These amenities are an important part of the marina project as it will cater the incoming and outgoing visitors and tourists and also house the customs and visa processing facilities for the international visitors. The approach Trestle will act as a connecting link between the onshore hospitality amenities and offshore marina.

List of proposed Onshore Activities, as presented by the MbPA-

Sr	Name of Activity (Onshore)	Type of Activity	Config.	BUA (m2)	Purpose
1	Terminal Building	Building Construction	G+2	3162	Ticketing, customs and security checks, Arrival/departure managements
2	Hotel Building	Building Construction	G+17	27000	Accommodation for guests and tourists
3	Yacht Clubhouse	Building Construction	G+6	4000	Hospitality services for yacht club members
4	MLCP + Marine sports and Tourism Centre	Building Construction	G+16	32000	Car parking and offices


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5	NAMO Bharat Internationa l Sailing School	Building Construction	G+1	2116	Skill development in marine navigation and sailing
6	Green space	Public place	Ground	Ground coverage = 8070	Tree plantation, landscape development
7	Stack Parking for Yachts (On previous reclaimed land)	Port related activity within port	G+1	4073	Stacking and storing yachts during off-season
8	Shed (On previous reclaimed land)	Port related activity within port	G+1	4073	Storage
9	STP (On previous reclaimed land)	Facility for treating and discharging treated sewage	NA	391	1.0 MLD STP for treatment of sewage water
	Fuel Bunker (On previous reclaimed land)	Port related activity - Fuel bunker for yachts	NA		12.5 KLD fuel bunker (2 nos.)
	Utilities, Electrical room (On previous reclaimed land)	port related activity	NA		Electrical room with transformer, DG set
10	Workshop (On previous reclaimed land)	port related activity	Ground	800	Minor repairs and maintenance of yachts
11	SWM area	port related	Ground	770	Waste


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	(On previous reclaimed land)	activity			management and Composting area
12	Boundary wall (10 m height) (On previous reclaimed land)	Construction for Security	155 m		Safety, security and separation from rest of the property
		Construction for Security	370 m		Safety, security

List of proposed offshore activities as presented by the MbPA-

Sr.no	Activity/Structure and its dimensions		Type of Activity
1.	Approach Trestle (Narrow bridge connecting the shore and the Marina Basin)		bridge
	Length	523 m	
	Overall width of deck - 11.250 m	Width of carriage way - 5.0 m	
2.	Pile type breakwater		Breakwater
	Total length of breakwater	2459.25 m	
	Length of BW for Phase 1	1477 m	
	Length of BW for Phase 2	682.25 m	
	Length of BW for Phase 3	150*2 = 300 m	
	Width of the deck	4.8 m	
	Width of pathway/carriageway over the BW	3.5 m	
3.	Boat Ramp (on piles)		Slipway
	Length of ramp	54 m	
	Width of ramp	21 m	
4.	Floating installations - berthing and walking pontoons		waterfront
5.	Gangway platforms		waterfront
	dimensions	10m x 10m	
	Nos.	Phase-1 = 05 Phase-2 = 01	
6.	Steel guide piles		Waterfront Activity

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	No of piles	Phase 1 - 265 Phase 2 - 113	
	Diameter of piles	860 mm	
7.	Service Platform on piles		waterfront Activity
	Dimension of Platform -	27.625 m x 25.00 m	
	Maximum height above deck level	8.4 m	
8.	Maintenance dredging of Marina Basin		Maintenance and clearing of waterway, channels
	Area (m ²)	1,21,465	
	Target Depth (m)	4.0	

Consultant presented that the project activities are situated in CRZ II, CRZ IV-A area and permissible under para 5.2 and 5.4 of the CRZ Notification, 2019

DELIBERATION:

The Authority noted that the PP has submitted the CRZ map in 1:4000 scale prepared by the IRS, Chennai, as per which the proposed project of Marina falls at Mumbai Port and proposed activities falls in CRZ II and CRZ IV area. Details are as follows-

Description	CRZ - Classification	Area in Sq.m	Total Area in Sq.m
Project Site Boundary	CRZ - II	39016.6	509372.71
	CRZ - IVA	470356.11	
Proposed Onshore Facility Boundary	CRZ - II	28708.14	41813.58
	CRZ - IVA	13105.44	
Proposed Onshore Facility - Phase 1	CRZ - II	9770.11	17162.66
	CRZ - IVA	7392.55	
Proposed Offshore Facility - Phase 1 & 2	CRZ - IVA	40947.58	40947.58
Proposed Offshore Facility - Phase 3	CRZ - II	4994.89	34079.42
	CRZ - IVA	29084.53	
Proposed Ramp	CRZ - II	125.48	1441.77
	CRZ - IVA	1316.29	
Proposed Garden Area	CRZ - II	8066.37	8066.37
Proposed Deck Seating Area	CRZ - II	852.83	852.83
Description	CRZ - Classification	Length in Metres	Total Length in Metres
Proposed Onshore Facility Boundary Wall	CRZ - II	262.01	598.57
	CRZ - IVA	336.56	

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The PP has submitted the EIA report prepared by M/s Mitcon Consultancy (Nabet Accredited). As per the EIA report -

- Project shall be developed over the vacant portion of Victoria Dock facing the sea. The dock was backfilled to add new land area for developing a container terminal. The proposed project site utilises a small part of the now backfilled Victoria docks and the land is a flat ground with negligible undulations and contours.
- Victoria dock, before 2010 was a wet dock where vessels could be moored, loaded and unloaded. The entry and exits of the vessels was controlled by lock gates. Currently, the site houses oil storage silos and cargo storage shed which is existing since pre independence era on the site. The oil storage tanks will be dismantled and decommissioned before the construction starts and the old shed will also be demolished. The plot where the onshore amenities are planned to be erected is a custom bound land and it will be de-notified which will render the land as a normal land where civilians and tourists can move around easily without any customs or security issues
- Onshore facilities of the Marina project are proposed to be developed on a 4.2 ha land parcel available on the Victoria dock. The hospitality services will include buildings like the terminal building, Marina Club-House, hotel, MLCP + Tourism Business Center, International sailing school and other buildings. Parking space for 780 cars is proposed to be provided in the MLCP + Tourism Business center building. The first 6 storeys of the building are dedicated for parking of the vehicles. Total landscape area of 8070 m² is proposed to be provided within the project site. The landscape area shall be divided into two zones of 3370 m² and 4700 m² near the Yacht clubhouse and Terminal building respectively. Development of recreational garden and tree plantation will be done in this area
- The marina basin is the main functional unit of the project where yachts of various sizes ranging from 10 m to 30 m shall be moored in and Anchored. The yachts, once berthed, can be supplied with potable water, electricity, groceries and essentials. Provision to collect Solid waste and liquid waste from the yachts will be made and necessary arrangements of pumps will be made on the gangway platform. Passengers and service crew can walk to and from the yachts on the walking pontoons which are floating and pinned in place using the guide piles



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- Marina will provide a safe and secured berthing positions for over 500 yachts with lengths ranging from 10 m to 30 m and 8 mega yachts. Thus, paving a pathway to promote marine tourism, sailing activities and water transport. It is projected that people not only from India, but from all around the world will be visiting the marina. To support and cater this tourists, world class hospitality amenities and services are proposed to be housed on the land area of the Victoria docks. These amenities will include the Terminal Building, Marina Club house, restaurants, starred hotel with lodging-boarding and boat maintenance shed and a yard.
- The terminal building will operate and provide services just like an airport terminal. Ticketing facilities, Visa and immigration, security checks, customs department and cafeteria will be housed in the terminal building. The terminal building will be the first building that the incoming tourists from the marina will enter in to and go through various checks and documentations. If the tourists are foreign national, the visa and immigration services will ensure the smooth welcoming of these guest
- Marina Clubhouse will provide exclusive services and facilities like indoor sports, swimming pool, spa, gymnasium and yoga. The access will be provided on membership basis and will be focussed on providing world-class services to the operators and owners of the yachts. As part of the marina project, a restaurant is also being proposed. For accommodation of the tourists and passengers of the yachts, a starred hotel is being proposed. The hotel will house rooms of various configurations, recreational activities like swimming pool and shopping centre focussed on souvenirs and local products.
- To promote and develop diversified skillsets amongst the youth, a sailing school is proposed as part of the marina project. In this facility, training and capacity building sessions to impart skills useful for navigating and operating a sailing yacht with the help of the wind currents will be held. This initiative will be complimented by the existence of the marina for the anchorage of such yachts.
- A 16 storey building dedicated towards provision of parking for 780 cars and tourism development offices is proposed. Of the total 16 storeys proposed, the first 6 storeys are dedicated for parking spaces and the top 10 floors are dedicated for offices of the tourism business centre


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Expert Members deliberated on the impact of the project on various coastal and environmental aspects and its mitigation measures as suggested in the EIA report. The Authority noted the certain anticipated impacts and its mitigation measures as suggested in the EIA report.

1. Impact on shorelines and coastal processes-

EIA report states that during construction phase - construction of the Marina may induce modifications in prevailing flow patterns and coastal drifts due to adjustments in wave refraction, diffraction, and reflection. Changes in littoral drift resulting from modified currents and wave actions could lead to either erosion or accretion along shoreline areas, impacting coastal morphology. During operation phase, Operational activities such as vessel traffic, maintenance dredging, and anchoring may continue to disturb sediment dynamics, leading to ongoing sedimentation and accumulation in the Marina area.

The EIA report suggests certain mitigation measures-

- Careful site selection and harbour planning can help mitigate alterations in current patterns and other aspects of coastal hydrology. Employing model experiments or computer simulations to study changes in flow patterns and coastal dynamics can aid in crafting an appropriate design and mitigation strategy.
- Implementing continued monitoring of flow patterns and coastal dynamics during the operation phase, and adopt adaptive management strategies as needed to mitigate any unforeseen impacts. Overall, diligent site selection, careful planning, and ongoing monitoring are essential for mitigating potential impacts on coastal hydrology throughout both the construction and operation phases of the Marina project. Additionally, employing model experiments and computer simulations can aid in understanding and addressing these impacts effectively.
- Modify construction schedules or techniques to minimize shadowing effects on the seabed, such as optimizing equipment placement or scheduling activities to minimize shading during critical period
- Construction activities such as dredging, pile driving, and other marine works can disturb sediment dynamics, leading to increased sediment resuspension and deposition in surrounding areas


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- Establish a monitoring program to assess sediment dynamics and benthic ecology during construction activities. Use monitoring data to adapt mitigation measures as needed to minimize impacts on bed sediment.
- During Operational phase, implement regular dredging and sediment removal programs to mitigate sediment accumulation and maintain navigational channels and water quality within the Marina.
- Implement measures to control nutrient inputs and reduce eutrophication, such as storm water management practices, sewage treatment, and promoting natural filtration processes
- Continue monitoring sediment dynamics and water quality para m during the operation phase to assess the effectiveness of mitigation and identify any emerging sedimentation issues. Adapt management strategies as needed to ensure the long-term health of the seabed environment.

2. Biological Environment

Proposed project site, located within port limits, is largely devoid of significant terrestrial flora and fauna as the area comprises reclaimed and backfilled land following the decommissioning of Victoria and Prince's Docks. The terrestrial ecosystem supports only common urban species such as stray dogs, rodents, and squirrels, which are well adapted to human activity. Construction activities are expected to have negligible impacts on these species; however, common birds such as kingfishers, crows, sparrows, and kites may experience temporary loss of nesting and shelter due to limited tree cutting, while butterflies and other insects may also be temporarily affected. In contrast, the marine ecosystem may experience more pronounced effects due to alterations in flow patterns and seabed morphology associated with the proposed works

3. Waste Management

Construction activities shall generate wastes such as excavated earth material from the onshore activities which shall amount upto 30,000 m³ and silt or muck from the offshore dredging amounting upto 2,00,000 m³, posing risks of environmental pollution and nuisance to the local community. The construction operations shall generate construction and demolition waste, biomass from land clearing activities, labour activities. Scrap metals and used oil also shall be generated during the construction



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phase. Labour camps and their daily routine shall also generate domestic waste which will need attention and effective management. During Operational phase, operational activities involve the reception of sewage, garbage, and oily residues from arriving yachts, which can pose environmental and health risks if not managed properly.

EIA report suggests certain mitigation measures-

- Implement proper waste management practices for excavated earth material and dredged muck, ensuring they are disposed of appropriately to minimize environmental impacts. The Excavated top soil shall be used for landscaping and green spaces. The dredged material shall be dumped at the pre-designated dumping sites by MbPA.
- The construction waste and debris shall be reused for backfilling of low-lying area wherever necessary and the concrete and masonry units shall be recycled and utilised as aggregates and for filler applications.
- Metal scraps shall be collected and stored in a designated location on site. The scrap pieces shall be reused on site as per requirement and the rest shall be sold to the scrap dealers. Wooden scraps shall also be reused as per the requirement on the same site or on other sites as per the convenience of the contractor. Waste arising from Gypsum, Plaster of Paris and interior works shall be sent to recyclers. Wire cuttings and PVC piping will be reused by the contractors involved.
- Adequate hazardous waste storage facilities, hazardous waste collection containers should be conveniently located, and designated hazardous waste storage areas will be away from storm water drains or watercourses. Paintbrushes and equipment for water and oil-based paints shall be cleaned within contained area and shall not be allowed to contaminate site soils, watercourses, or drainage systems.
- mainly domestic waste shall be generated from the labour activities with the construction site and the labour camps. The waste generated shall be segregated on site and the wet waste will be composted and utilized on site. The dry waste shall be disposed off.
- Marina Terminal, Marina Club-house, hotel, sailing school, Business centre offices shall generate waste of various kinds like domestic waste including dry and wet waste from restaurants, cafes and F and B outlets in the Terminal building. Bio-Medical and Sanitary waste shall also be generated from all the buildings. Hospitality services like spa, massage, primary health care and first aid facilities will generate bio-



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medical waste. It is estimated that upto 500 kg/day of biodegradable waste and 750 kg/day of Non-biodegradable waste will be generated.

- Facility Provision: 770 m² of area has been earmarked for management of wastegenerated from the Marina project. OWC for converting the biodegradable waste into organic compost for use in the landscape area is also proposed in this area. Sorting of waste into reusables, recyclables and disposable shall also be done in this location

4. Oil Spill Contingency Plan (OSCP)

Mumbai Port Authority (MbPA) has prepared a comprehensive Oil Spill Contingency Plan (OSCP) to ensure preparedness and response capacity for potential oil spill incidents within the port and its adjoining areas. The plan aligns with international conventions, national regulations, and regional frameworks, thereby ensuring an integrated response mechanism. The OSCP is designed to provide a timely, coordinated, and effective response to oil spills. It seeks to minimize the environmental and socio-economic impacts of accidental spills by containing, recovering, and safely disposing of oil. The plan covers an area of ~400 sq. km, including: Mumbai harbour, JawaharDweep (Butcher Island), Pir Pau Jetty, Nhava ONGC facilities, Uran Refinery Landfall Point and MbPA and Jawaharlal Nehru Port (JNPT) operations

The Authority noted the CWPRS studies which is part of the EIA report, pertaining to Mathematical model studies to assess operable & extreme wave conditions & siltation studies for the development of marina in Mumbai harbour for Mumbai Port.

Wildlife conservation plan as prepared for the project which is part of the EIA report has been noted by the Authority.

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

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List of proposed Onshore Activities and the permissibly clauses as per CRZ notification, 2019-

Sr.	Name of Activity (Onshore)	Type of Activity	CRZ Zone	Permissibility as per CRZ Notification, 2019
1	Terminal Building	Building Construction	CRZ - II (Landward side and within the existing port limit)	5.2 - (ii), (v)
2	Hotel Building	Building Construction	CRZ - II (Landward side and within the existing port limit)	5.2 - (ii), (v)
3	Yacht Clubhouse	Building Construction	CRZ - II (Landward side and within the existing port limit)	5.2 - (ii), (v)
4	MLCP + Marine sports and Tourism Centre	Building Construction	CRZ - II (Landward side and within the existing port limit)	5.2 - (ii), (v)
5	NAMO Bharat International Sailing School	Building Construction	CRZ - II (Landward side and within the existing port limit)	5.2 - (ii), (v)
6	Green space	Public place	CRZ - II (Landward side and within the existing port limit)	5.2 - (ii), (v)


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7	Stack Parking for Yachts (On previous reclaimed land)	Port related activity within port	CRZ - IV A	5.4 - (ii) (a)
8	Shed (On previous reclaimed land)	Port related activity within port	CRZ - IV A	5.4 - (ii) (a)
9	STP (On previous reclaimed land)	Facility for treating and discharging treated sewage	CRZ - IV A	5.4 - (vii)
	Fuel Bunker (On previous reclaimed land)	Port related activity - Fuel bunker for yachts	CRZ - IV A	5.4 - (ii) (a)
	Utilities, Electrical room (On previous reclaimed land)	port related activity	CRZ - IV A	5.4 - (ii) (a)
10	Workshop (On previous reclaimed land)	port related activity	CRZ - IV A	5.4 - (ii) (a)
11	SWM area (On previous reclaimed land)	port related activity	CRZ - IV A	5.4 - (ii) (a)
12	Boundary wall (10 m height)	Construction for Security	CRZ - II Landward side of existing	5.2 - (ii)


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	(On previous reclaimed land)		road within existing port limits	
		Construction for Security	CRZ - IV A Landward side of existing road within existing port limits	5.4 - (ii) (b)

List of proposed Offshore activities and the permissibly clauses as per CRZ notification, 2019-

Sr.no	Activity/Structure and its dimensions	Type of Activity	CRZ Zone	Permissibility clauses	
1.	Approach Trestle (Narrow bridge connecting the shore and the Marina Basin)	bridge	CRZ-IV A	5.4 (ii) (a)	
	Length				523 m
	Overall width of deck - 11.250 m				Width of carriage way - 5.0 m
	Pile type breakwater				
2.	Total length of breakwater	Breakwater	CRZ-IV A	5.4 - (iii)	
	Length of BW for Phase 1				2459.25 m
	Length of BW for Phase 2				1477 m
	Length of BW for Phase 3				682.25 m
	Width of the deck				150*2 = 300 m
3.	Width of pathway/carrigeway over the BW	Slipway	CRZ-	5.4 - (iii)	
	Boat Ramp (on piles)				4.8 m
					3.5 m


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	Length of ramp	54 m		IV A	
	Width of ramp	21 m			
4.	Floating installations - berthing and walking pontoons		waterfront	CRZ-IV A	5.4 - (iii)
5.	Gangway platforms		waterfront	CRZ-IV A	5.4 - (iii)
	dimensions	10m x 10m			
	Nos.	Phase-1 = 05 Phase-2 = 01			
6.	Steel guide piles		Waterfront Activity	CRZ-IV A	5.4 - (iii)
	No of piles	Phase 1 - 265 Phase 2 - 113			
	Diameter of piles	860 mm			
7.	Service Platform on piles		waterfront Activity	CRZ-IV A	5.4 - (iii)
	Dimension of Platform -	27.625 m x 25.00 m			
	Maximum height above deck level	8.4 m			
8.	Maintenance dredging of Marina Basin		Maintenance and clearing of waterway, channels	CRZ-IV A	5.4 - (ii) (d)
	Area (m ²)	1,21,465			
	Target Depth (m)	4.0			



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As per decision taken in 195th meeting of the MCZMA held on 20th December, 2025, the proposal was recommended to MoEF&CC, New Delhi subject to certain conditions. Subsequently, the EAC, New Delhi in its meeting held on 29.1.2026 decided as follows-

"After deliberation, the Committee observed that the project attracts combined Environment clearance (EC) and Coastal Regulation Zone(CRZ) clearance, as the project is classified as a Category B project under EIA Notification, 2006(Item 8(a)) and is located within the CRZ area. As per paragraph 8(ii)(a) of the CRZ Notification, 2019, projects that also require clearance under the EIA Notification, 2006 shall be considered for composite clearance, with the Coastal Zone Management Authority forwarding its recommendation to the State Environment Impact Assessment Authority (SEIAA) in the case of Category B projects. Further, the Ministry's Office Memorandum dated 29.11.2022 clarifies that any category B project located in the CRZ area and requiring Environmental Clearance shall obtain a combined EC + CRZ clearance from SEIAA, based on the recommendations of the concerned State Coastal Management Authority (SCMA)"

The MbPA officials and consultant presented that there are certain changes in on shore and offshore project activities. Comparative of earlier approved details vs revised details are as follows-

Table 1: Proposed Onshore Activities (Comparison between Previous MZCMA Submission and Current revised layout and DPR)


SN	As per the revised plans and layout				Remarks			
	Structure Name	Config	Area (m ²)		Structure name	Config.	Area (m ²)	
			Plot Area Allocat	Net BUA			Plot Area Allocat	Net BUA
					CRZ			CRZ

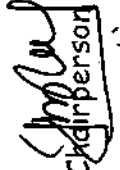

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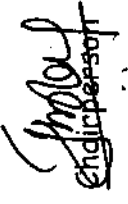
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01	Terminal Building	G + 2	2210	3162	CRZ- II	Terminal Building	G + 2	1564.64	3706.44	CRZ - II	BUA increased		
02	Hotel building	G + 17 (322 rooms)	2880	2700	CRZ- II	Hotel building	G + 17 (314 rooms)	2592.0	23294.87	CRZ - II	BUA reduced		
03	Yacht Clubhouse	G + 6 (32 rooms)	1270	4000	CRZ- II	Yacht Clubhouse	G + 6 (7 rooms)	821.50	4658.66	CRZ - II	BUA increased		
04	MLCP + Tourism Business Centre	G + 16 (6F parking and 10 floor office)	3820	3200	CRZ- II	MLCP + Tourism Business Centre	G + 18 (8F parking and 10 floor office)	3168.0	29996.08	CRZ - II	BUA Reduced		
05	NAMO Bharat International Sailing School	G + 1	1058	2116	CRZ- II	NAMO Bharat International Sailing School	G + 2	1061.61	1841.76	CRZ - II	Reduction in BUA		


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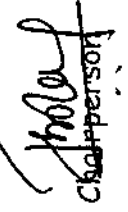
06	Green space/landscape area	Group d	8070	-	CRZ- II	Green space/landscape area	Group d (RG-1, RG-2, RG-3)	9823.63	-	RG1, RG2: CRZ II RG3: CRZ IV-A	Additional RG area provided and RG area increased by 1753.63 m ²
07	Stack parking for yachts	G + 1	2715	4073	CRZ IV-A	Stack parking for yachts	G + 2	2268	4872.15	CRZ IV-A	BUA increased.
08	Shed	G + 1	2715	4073	CRZ IV-A	--	--	--	--		Cancelled
09	Utilities, STP, Fuel station	Group d	391	391	CRZ IV-A	Utility Area (Shall include ETP, STP and Solid Waste Management Area)	Group d	308	-	CRZ IV-A	Dedicated for liquid and solid waste management

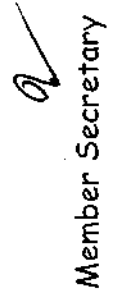

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10	Workshop	Ground	800	800	CRZ IV-A	Workshop	G + 1	1852.90	1785.08	CRZ IV-A	Plan revised
11	Solid Waste Management Area	Ground	770	770	CRZ IV-A	--	--	--	--		Included in Utility area
12	--	--	--	--		Fuel Station	Ground	280	--	CRZ IV-A	Dedicated plot allocated
13	--	--	--	--		Sub-Station	Ground	700	--	CRZ IV-A	Dedicated plot allocated
14	--	--	--	--		Common Ground water storage tank	--	--	--	CRZ IV-A	Newly Proposed
15	--	--	--	--		Elevated Storage reservoir	--	--	--	CRZ -II	Newly Proposed
16	--	--	--	--		Security Building	Ground	25	25	CRZ IV-A	Newly Proposed
17	Boundary wall	Length - 525 m, Height	CRZ II,	Boundary	Length - 525 m, Height -	Height					


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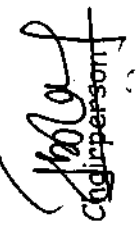

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	- 5.0 m, Width - 0.3 m	CRZ IVA	y wall	5.0 m, Width - 0.3 m	II, CRZ IVA	reduced
TOTAL BUA PROPOSED	78,385		TOTAL BUA PROPOSED	70,180.04		

Table 2: Proposed Off shore activities (Comparison between previous MCZMA recommendation and new submission as per revised layout)


As per previous MCZMA submission		As per the revised plans and layout		Remarks
Sr.no	Activity/Structure and its dimensions	Sr.no	Activity/Structure and its dimensions	
1	Approach Trestle (Narrow bridge connecting the shore and the Marina Basin)	1	Approach Trestle (Narrow bridge connecting the shore and the Marina Basin)	There are no changes in the design, layout and planning of the Off shore services.
	Length 523 m		Length 523 m	
	Overall width of deck - 11.250 m		Overall width of deck - 11.250 m	
	- 5.0 m		Width of carriage way - 5.0 m	
2	Boat Ramp (on piles)	2	Boat Ramp (on piles)	
	Length of ramp 54 m		Length of ramp 54 m	
	Width of ramp 21 m		Width of ramp 21 m	
3	Floating installations - berthing and walking pontoons	3	Floating installations - berthing and walking pontoons	
	Gangway platforms	4	Gangway platforms	Only the location of Beat ramp is shifted near the Approach trestle.
	Dimensions 10m x 10m		Dimensions 10m x 10m	
	Nos. Phase-1 = 05		Nos. Phase-1 = 05	
	Phase-2 = 01		Phase-2 = 01	
5	Steel guide piles	5	Steel guide piles	
	No of piles Phase 1 - 265		No of piles Phase 1 - 265	


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	Phase 2 - 113	Phase 2 - 113			Phase 2 - 113
	Diameter of piles	860 mm			Diameter of piles
	Service Platform on piles				Service Platform on piles
6.	Dimension of Platform -	27.625 m x 25.00 m	6		Dimension of Platform -
	Maximum height above deck level	8.4 m			Maximum height above deck level
	De-silting of Marina Basin		7		De-silting of Marina Basin
	Area (m ²)	1,21,465			Area (m ²)
	Target Depth (m)	4.0			Target Depth (m)
	CRZ Classification of all Offshore activities - CRZ IV-A				CRZ Classification of all Offshore activities - CRZ IV-A
					The CRZ Classification remains the same i.e. CRZ - IV A


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In view of above, the Authority decided to forward its recommendation to SEIAA for combined EC + CRZ clearance.

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. 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. MbPA to ensure that eco concrete should be used for the structure facing the sea water/ marine environment.
3. MbPA to implement the international best green practices for establishment and operation of marina adhering to the principle of sustainability.
4. Planning authority to ensure the FSI for the building construction in CRZ-II area and landward side should be as per town and country planning regulations as on 18.1.2019.
5. MbPA shall set up a full-fledged separate dedicated inhouse environment cell with adequate expert staff with required experience for the project with will ensure compliance of various studies carried out for the project and will carry out environment monitoring. The cell shall also engage a reputed competent institute/ organization in the field of coastal science/ engineering for monitoring the coastline & coastal environment in the study area i.e. 10 km around the project site during construction phase and post construction upto next 15 years in order to understand the impact of the marina on coastline and surrounding coastal environment. Separate fund / budget should be allocated for the said establishment and functioning of the dedicated environment cell for the project
6. MbPA should ensure that dredged material should be disposed of scientifically as per recommendations of the competent Authority.
7. Prior High Court permission should be obtained, if the project activities are affected by mangrove or its 50 m buffer zone area
8. MbPA and its contractors shall implement best practices to minimize the impact on coastal environment during construction and operation phase


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9. During construction phase, the project implementing agency should proactively implement all possible appropriate environmental measures to achieve minimum disturbance to coastal ecosystem.
10. Debris generated during the construction activity should not be dumped in CRZ area. It should be ensured that debris is processed in a scientific manner at a designated site, as per MSW Rules, 2016.
11. Project proponent should implement Mitigation measures and Environment Management plan as stipulated in the EIA report, effectively and efficiently during construction and operational phase of the project to ensure that coastal environment is protected.
12. Site preparation and site restoration in CRZ area should be undertaken without damaging the coastal-geomorphologic features.
13. Solid / liquid waste management plan should be in place during construction and operation phase of the project.
14. Proponent shall take utmost care in controlling dust, fugitive emissions using best pollution control methods during operation phase
15. As per the EIA report, Wildlife Conservation plan for Schedule - I species have prepared. All recommendations of the wildlife conservation plan should be followed. Precaution should be taken to protect the Mumbai- sewri rich mangroves mudflat area which is within the study area.
16. No food waste shall be dumped in open area and proper food waste disposal system shall be in place.
17. No use of Plastic Policy in order to protect any harm to the environment & fauna of the Study area
18. No labour camps are allowed in CRZ area and it should be ensured that the wastewater from these entities should not be released into the sea.
19. There shall not be any kind of discharge/ disposal in the marine water/ CRZ area.
20. Native/local species should be used for creation of green belt development. Introduction of exotic plant species should be strictly avoided.
21. All other required permissions from different statutory authorities should be obtained prior to commencement of work.



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Item No.4: Proposed underground road connectivity from Eastern Freeway-Orange Gate to Coastal road at Marine Drive, Mumbai by Shekhar Bhadane, MMRDA

INTRODUCTION

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

The MMRDA had proposed the construction of tunnel road from Orange gate at the Eastern freeway road to the Mumbai coastal road at Girgaon Chowpatty. The total length of the RHS alignment was 3.547 km long and LHS alignment was 5.687 km long. The project was accorded the CRZ clearance by Maharashtra Coastal Zone Management Authority (MCZMA) vide File No. IA/MH/CRZ/453444/2023 dated 7.3.2024.

However, while execution of the project certain changes in the project design were identified such as widening of roads at Eastern Freeway side, construction of promenade near Mumbai coastal road and provision of electric substation. As per revised alignment construction of tunnel road is proposed from Eastern freeway road at the Mumbai Port Trust (MbPT) up to Maratha Bhavan on Netaji Subhash Chandra road near Marine drive in Mumbai. The revised total length of the RHS alignment is 4.6 km long and LHS alignment is 4.9 km long.

MMRDA officials presented that, the project is necessary to reduce the traffic congestion at P D'Mello junction and provide a seamless East-West connectivity across the Mumbai city.

The proposed project is located in South Mumbai in Maharashtra. The project alignment starts at existing road behind the Mumbai Port Trust at 18°57'54.14"N 72°50'44.58"E and ends near marine drive at 18°57'2.39"N 72°49'5.22"E.

The proposed East-West connectivity in south Mumbai involves two tunnels originating at the Eastern Freeway in Mumbai, with one exit planned at Mumbai coastal road near Saifee Hospital. To accommodate the expected surge in traffic emerging from this tunnel, it is essential to expand the existing marine drive road/lane configuration (4 lanes towards Nariman point and 4 lanes



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towards Girgaon) to 3+3+3+4 lanes (3 lanes towards Nariman point, 3 for the tunnel exit traffic towards Nariman point, 3 lanes for the tunnel entry towards eastern freeway and 4 lanes towards Girgaon). Without this lane expansion, traffic bottlenecks will severely compromise the efficiency and intended benefit of the tunnel infrastructure. However, due to space constraints on the landward side, the only viable option is to expand the existing promenade towards the sea. This approach is to ensure the structural stability while also maintaining the iconic Queen's Necklace Arc. Therefore, the promenade extension is not only integral to managing traffic dispersal but also represents balanced solution between infrastructure needs and engineering challenges.

Consultant presented that the proposed underground road is passing through CRZ IB, CRZ II (NDZ), CRZ II and outside CRZ area and activity is permissible as per provisions of the CRZ Notification, 2019.

DELIBERATION:

Proposed Project Activities	CRZ IB (Intertidal Zone) (m ²)	NDZ - Within CRZ II - Greater Mumbai (m ²)	CRZ II (CRZ Landward of HTL) (m ²)	Outside of CRZ Area (m ²)
Project area	12238.81	3533.4	118500.5	82382.02

The Authority noted that the MMRDA has submitted the EIA report prepared by M/s Building Environment Pvt Ltd (Nabet Accredited consultant). Observations and mitigations measures as suggested in the EIA report has been noted. Certain observations of the EIA report is as follows-

- Project is located in urban developed environment of Mumbai city. The ramps near eastern freeway and cut and cover near the entry and exit points of the tunnel are the above ground structures. Eastern end of the project is mainly surrounded by commercial land of MbPT, central railway car shed, truck parking areas, Godowns etc. The western end of the project is represented by coastal urban area near Marine Drive in Mumbai. There is no dense vegetation in immediate surrounding of the project. Very small patch of trees is present near railway car shed, along


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P D'Mello road and MbPT parking. Marine drive and Girgaonchowpatty are important tourist places in west south Mumbai.


- The promenade construction in intertidal area will have impact on benthic fauna from habitat disturbance. Therefore, the severity of the impact is classified as high. The spatial extent of the impact is anticipated to be confined to the construction area, hence ranked as moderate. As the impact is limited to the construction phase, the duration of impact is ranked as moderate. The impact on marine flora and fauna can not be avoided. Hence probability of impact is ranked high. The overall significance of the impact is estimated to be low.
- Sedentary benthic fauna will be affected during promenade construction activity due to loss of habitat and burial.
- Construction activity should be carried out during low tide period to minimize sediment resuspension and avoid turbidity of water
- Vehicular traffic management plan to be implemented so as to maintain the smooth traffic flow and avoid congestion inside tunnel during normal operations.

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

Project Activity	CRZ category	Permissibility as per CRZ Notification, 2019 (Clauses)
Proposed underground road	CRZ IB	5.1.2(i)(c)
	CRZ II	5.2(i)
	CRZ II (NDZ)	10.3(i)
	Outside CRZ	

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

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


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Expert Member noted that the said project of underground road connectivity is vital infrastructures project for the city of Mumbai for easing the traffic and reducing the travel time. The project is mostly passing through the developed area i.e. CRZ II area. However, considering the underground project, MMRDA need to implement all safety measures along with proper disaster management plan during construction and operation phase of the project.

DECISION:

In the light of above, the Authority after deliberation decided to recommend the proposal to MoEF&CC, New Delhi under CRZ Notification, 2019 (only for CRZ area) 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&CC from time to time.
2. Construction activity should be carried out during low tide period to minimize sediment resuspension and avoid turbidity of water
3. Vehicular traffic management plan to be implemented so as to maintain the smooth traffic flow and avoid congestion inside tunnel during normal operations.
4. MMRDA need to implement all safety measures along with proper disaster management plan during construction and operation phase of the project.
5. 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.
6. Debris generated during the project activity should not be dumped in CRZ area. It should be processed scientifically at a designated place.
7. PP to ensure that best industrial practices should be followed for fire safety measures and for conservation of coastal environment
8. 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.
9. During the construction phase, all possible efforts/ measures should be taken to maintain the coastal ecology and biodiversity.
10. MMRDA to ensure noise barriers are erected at appropriate locations.


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11. Project proponent should implement Environment Management plan for the project effectively and efficiently during construction and operational phase of the project to ensure that coastal environment is protected. It is also suggested to have a third-party monitoring/Audit of all such management initiatives by Govt agency during and after completion of project from time to time.
12. All the other mandatory permission from different statutory authorities should be obtained prior to the commencement of work of project



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Item No.5: Proposed redevelopment of bungalow on Plot C-9, CTS No. 905-A, at JussawalaWadi, Juhu Tara Road, Juhu, Mumbai by Mr. Darius Burjor Shroff

INTRODUCTION:

The project proponent along with Consultant presented the proposal before the Authority. The proposal is for redevelopment of bungalow on Plot C-9, CTS No. 905-A, at JussawalaWadi, Juhu Tara Road, Juhu, Mumbai.

Consultant presented that, the existing residential bungalow on site under reference will be demolished. The proposed residential building comprises of Ground + 1st floor.

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 790.27Sqm, FSI area is 555.20sqm, Non FSI area is 00.00Sqm, Total Construction area is 555.20Sqm

DELIBERATIONS:

The Authority noted the PP has submitted the CRZ map in 1:4000 scale & report prepared by NCSCM, Chennai as per approved CZMP 2019. As per NCSCM report, the proposed project site falls in CRZ-II area. The site under reference is situated on landward side of existing structure.

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. 18thJanuary, 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 18th January, 2019.

DECISION:

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

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


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Item No.6: Proposed Residential project at Land Bearing C. S. No. (s) 18/738 of Malabar Hill Division in D Ward Mumbai-400 006 by M/s. Mah Hill properties Pvt. Ltd.

INTRODUCTION:

The project proponent along with consultant presented the proposal before the Authority. The proposal is for Residential project at Land Bearing C. S. No. (s) 18/738 of Malabar Hill Division in D Ward Mumbai

Consultant presented that, the proposed project consists of Residential building with B + G + 1st to 5th podium + 6th Amenity Floor + 7th to 19th Residential floors + 1 Service Floor + 20th Amenity Floor + 1 service floor + 21st to 22nd Residential floor + 1 Service Floor + 23rd & 24th Residential Floor

The project site falls within CRZ-II and CRZ-III (NDZ within CRZ-II - Greater Mumbai) as per approved CZMP (Map No. MH 72). There are no activities proposed in the CRZ-III (NDZ within CRZ-II - Greater Mumbai).

As per DP Remarks of 2034, the plot under reference is situated in Residential zone and part of the project site is reserved for EOS 2.7 (Green Belt).

Plot area is 4505.055sqm, FSI area is 19405.82sqm, Non FSI area is 17360.255sqm, Total Construction area is 36766.075sqm

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 bearing C.S No.18/738, 'D' ward, Mumbai, Maharashtra falls partly in CRZ III (NDZ within CRZ II - Greater Mumbai) with the remaining area in CRZ II as per approved CZMP (Map No. MH 72) prepared as per approved CZMP 2019. As per IRS report:-

CRZ-Classification	Area (in sq. m.)	Total Area(in sq. m.)
CRZ III (NDZ within CRZ II - Greater Mumbai)	889.5 sq. m.	4,505.05 sq. m.
CRZ II	3,615.55 sq. m.	


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

The Authority asked about whether tree cutting involved in the project. Consultant informed that, there are some trees existing within the plot boundary and will be transplanted to maximum extent possible and Tree NOC will be obtained for the same.

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.."

The Authority noted that as per para 8(ii) of 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 proposed project in CRZ II area is permissible subject to FSI as per Town and Country planning regulations existed as on date of the CRZ Notification, 2019 i.e. 18th January, 2019. The concerned planning authority should strictly ensure that the proposed construction is within the limit of permissible FSI as per DCR existed as on 18th January, 2019.



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DECISION:

After deliberation, the Authority decided to recommend the proposal from CRZ point of view under CRZ Notification, 2019 to 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 18th January, 2019 before issuing commencement certificate to the project.
3. The concerned Planning Authority to strictly ensure that no construction is allowed in 889.5 sq. m. 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.
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. All other required permission from different statutory authorities should be obtained before starting construction at the site shall be ensured by Urban Local Body.



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Item No. 7: Proposed Holiday Home cum Resort at Survey No. 240 & 250, Village- Dhokawade, Taluka- Alibaug, District- Raigad, Maharashtra by M/s. Shreeraj Hospitality and Services

INTRODUCTION

The project proponent along with consultant presented the proposal before the Authority. The proposal is for Holiday Home cum Resort at Survey No. 240 & 250, Village- Dhokawade, Taluka- Alibaug, District- Raigad.

The Holiday Home cum Resort project comprises Basement + Two structure of Ground floor + 1st floor with Terrace.

Plot area is 5080.0 Sqm, FSI area is 1493.685 sqm, Non FSI area is 3891.37 Sqm, Total Construction area is 5385.055 Sqm

Consultant presented that, proposed construction activities are beyond NDZ area of the CRZ III area. The proposed activity is permissible as per the para 5.3 (iii)(a) & Annexure -III of the CRZ Notification, 2019.

DELIBERATION

The Authority noted the CRZ map in 1:4000 scale prepared by the IRS, Chennai, as per which, as per which, project site falls in CRZ III (between 200 to 500 m).

The Authority asked permissibility of basement in the proposal. Consultant informed that, as per para 2 (iv) of Annexure -III of the CRZ Notification, 2019, construction of basement is allowed subject to the condition that no objection certificate is obtained from the State Ground Water Authority. The Authority observed that Concerned Planning Authority to strictly ensure that no objection certificate is obtained by PP from the State Ground Water Authority before starting construction at the site.

Expert Members asked about the provisions of the treatment of the sewage. Consultant presented that the STP of 27 KLD capacity is proposed to be installed to treat the domestic sewage generated.


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The Authority noted that as per para 5.3 CRZ-III of the CRZ Notification, 2019, (iii) Regulation of activities for CRZ-III areas beyond NDZ:
(a) Development of vacant plots in designated areas for construction of beach resorts or hotels or tourism development projects subject to the conditions or guidelines at Annexure-III to this notification..”

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

“Construction of beach resorts and hotels in designated areas of CRZ- III for occupation of tourists or visitors shall be subject to the certain conditions”

The Authority noted the concerned planning Authority should ensure that proposed construction of Holiday Resort should be in accordance with Annexure III of the CRZ Notification, 2019. Concern Planning Authority should ensure that, overall height of construction up to the highest ridge of the roof, shall not exceed 9metres and the construction shall not be more than two floors (ground floor plus one upper floor). The total covered area on all floors shall not exceed 33 per cent of the plot size i.e., the Floor Space Index shall not exceed 0.33 and the open area shall be suitably landscaped with appropriate vegetal cover.

DECISION:

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

1. The concerned Planning Authority shall ensure that the proposed construction should be carried out strictly as per the provisions of CRZ Notification, 2019 (as amended from time to time) and guidelines/ clarifications given by MoEF&CC from time to time.
2. PP to strictly ensure the compliance of guidelines stipulated in Annexure-III of the CRZ Notification, 2019.
3. The concerned Planning Authority should strictly ensure that proposed construction in resort buildings are allowed between 200 m to 500 m from the HTL of seafront (beyond NDZ) as per CRZ Notification, 2019
4. The total covered area on all floors shall not exceed 33 per cent of the plot size i.e., the Floor Space Index shall not exceed 0.33 and the open area shall be suitably landscaped with appropriate vegetal cover.
5. Concerned Planning Authority to strictly ensure that construction of basement may be allowed subject to the condition that no objection


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certification is obtained from the State Ground Water Authority to the effect that such construction will not adversely affect the flow of groundwater in that area.

6. Concerned Planning Authority to strictly ensure that overall height of construction up to the highest ridge of the roof, shall not exceed 9 metres and the construction shall not be more than two floors (ground floor plus one upper floor)
7. PP to implement environment measures such as rainwater harvesting, solar lighting, STP, OWC etc.
8. 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.
9. Solid waste generated should be properly collected and segregated. Dry/ inert solid waste should be disposed of to the approved site for land filling after recovering recyclable materials.
10. Safe disposal of the wastewater should be ensured.
11. All other required permission from different statutory authorities should be obtained before starting construction at the site shall be ensured by District Collector



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Item No.8: Proposed expansion of School Building on plot bearing CTS
No. 1035 B of Village VersovaYari Road, Andheri (West)
Mumbai by Children Welfare Centre

The project proponent was absent for the meeting. The Authority decided to defer the proposal.



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Item No.9: Proposed construction of temporary structures on the banks of Dharamtar Creek, District Raigad, Maharashtra by Afcons Infrastructure Limited

INTRODUCTION:

The PP along with consultant presented the proposal before the Authority. The proposal is for construction of temporary structures on the banks of Dharamtar Creek, District Raigad.

Consultant presented that, Dharamtar Creek is one of the major creeks in Raigad district, where a creek bridge that will enhance regional connectivity between Revas and Karanja is currently under construction. For better connectivity to the Konkan region, MSRDC has proposed a bridge between Karanja and Revas. The project received CRZ Clearance vide letter CRZ-2022/C.R-12/SEIAA dated 20th June, 2022. The construction of the bridge has been awarded to AFCONS Infrastructure Limited through a tendering process by MSRDC.

To ensure the smooth, safe, and efficient execution of this bridge, Afcons Infrastructure Limited has proposed supporting temporary facilities which includes Temporary approach with jetty, Temporary walkway & Temporary structures. Once construction of bridge is completed, all temporary structures will be dismantled and the creek environment will be restored to its original condition.

Project Components		
S. No.	Description	Remarks
1	Temporary Walkway	
a	Length	960 m
b	Distance between twopillars	30 m
2	Temporary Approach Road with jetty on Karanja Side	
a	Length	438 m
b	Width	9 m
3	Temporary Approach Road with jetty on Revas Side	
a	Length	181 m
b	Width	9 m



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	Land area required for Temporary Structure	3.5 Acres (Approx.)
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The proposed project falls within CRZ-I B, CRZ-II, CRZ-IV A and CRZ-IV B areas and it is a permissible activity as per para 5.1.2 (ii), 5.2 (i) and 5.4 (iii) of CRZ notification 2019

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

ENVIRONMENT MANAGEMENT PLAN

Sr. No.	Project Activities	Anticipated Impacts	Regulatory requirement	Mitigation Measures	Instructional Responsibility		Reporting Format	Auditability
					Implementatio	Supervision		
Construction Phase								
1.	Transportation, storage and handling of raw material	<ul style="list-style-type: none"> Potential soil contamination due to accidental material spillage. Temporary impact on air quality and noise levels due to vehicle movement and unloading. Possible impact on creek water, sediments, and aquatic life from accidental spillage of construction materials. Temporary social inconvenience due to dust from truck spillage during transportation 	<ul style="list-style-type: none"> NAAQ Standards 2009 for Air Quality Ambient Noise Rules 2000 	<ul style="list-style-type: none"> Water sprinkling shall be implemented to control dust generation. Proper handling, transportation, and regular maintenance of vehicles and machinery shall be ensured. Construction waste generated on-site shall be stored at designated locations and disposed of through authorized agencies. Dust-generating transportation activities shall be restricted to daytime hours to minimize cumulative impacts. Raw materials shall be transported in covered vehicles to prevent spillage. 	Contractor	AFCON	<ul style="list-style-type: none"> PUC logbook for vehicles entering the site Equipment and machinery maintenance logbook 	<ul style="list-style-type: none"> Quarterly inspection of log books and records.


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Sr. No.	Project Activities	Anticipated Impacts	Regulatory Requirement	Mitigation Measures	Institutional Responsibility		Reporting Format	Auditability
					Implementation	Supervision		
2.	Piling and pier works	<ul style="list-style-type: none"> • Temporary impact on air quality due to dust generation and machinery emissions. • Increase in noise levels from construction machinery and vehicle movement. • Increase in water turbidity and suspended sediments due to piling activities. • Possible impact on creek water, sediment quality, and aquatic flora and fauna due to truck spillage and pile installation. • Temporary social inconvenience due to noise, dust, and truck spillage during transportation. • Generation of employment opportunities for labour. 	<ul style="list-style-type: none"> • NAAQ Standards 2009 for Air Quality • Ambient Noise Rules 2000 • SWM rules 2024 	<ul style="list-style-type: none"> • Piling shall be carried out during low tide to reduce sediment suspension and water turbidity. • Construction equipment and barges shall be properly maintained to prevent oil or fuel leakage into the creek. • Acoustic enclosures shall be provided, wherever applicable, for high-noise-generating machinery. 	Contractor	AFCON	<ul style="list-style-type: none"> • PUC logbook for vehicles entering the site • Equipment and machinery maintenance logbook • Records of waste generated and disposed • Environment monitoring reports 	<ul style="list-style-type: none"> • Quarterly inspection of log books and records. • Audit of waste management records and environment monitoring reports

Sr. No.	Project Activities	Anticipated Impacts	Regulatory requirement	Mitigation Measures	Institutional Responsibility		Reporting Format	Auditability
					Implementation	Supervision		
Operational Phase								
1.	Use of temporary approach road with jetty & walkways for ongoing construction of bridge	<ul style="list-style-type: none"> • Temporary impact on air quality due to loading and unloading of construction materials. • Possible contamination of creek water and sediments from accidental spillage of construction materials or oil/grease. • Short-term disturbance to fish and aquatic fauna due to noise and vibrations from construction machinery and transport vessels. 	<ul style="list-style-type: none"> • NAAQ Standards 2009 for Air Quality • Ambient Noise Rules 2000 	<ul style="list-style-type: none"> • Equipment and barges shall be checked for oil and fuel leaks before operation. • Spillage into the creek shall be prevented, with spill response measures available on site. • Raw materials shall be unloaded carefully during low-wind conditions to reduce dust. 	Contractor	AFCON	<ul style="list-style-type: none"> • PUC logbook for vehicles entering the site • Equipment and machinery maintenance logbook • Records of waste generated and disposed 	<ul style="list-style-type: none"> • Records checking in six monthly audits


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Sr. No.	Project Activities	Anticipated Impacts	Regulatory requirement	Mitigation Measures	Institutional Responsibility		Reporting Format	Auditability
					Implementation	Supervision		
2.	Site restoration	<ul style="list-style-type: none"> • Temporary impact on air quality due to dust from dismantling and debris handling, and emissions from machinery and vehicles. • Increase in water turbidity and suspended solids due to creek bed disturbance during pile extraction. • Possible impact on water and sediment quality from accidental oil or fuel leakage from equipment and barges. • Short-term disturbance to fish and aquatic fauna due to noise, vibration, and removal of temporary structures. • Temporary social inconvenience due to noise, dust, and truck spillage during debris transportation. • Generation of short-term employment opportunities for labour. 	<ul style="list-style-type: none"> • NAAQ Standards 1999 for Air Quality • Ambient Noise Rules 2000 	<ul style="list-style-type: none"> • Dismantling shall be carried out in a phased and controlled manner to minimize sediment and turbid disturbance. • Dismantled materials or debris shall not be allowed to fall into the creek. • Post-dismantling water quality monitoring and visual inspection of the creek bed shall be conducted to ensure biological recovery. • Regular vehicle maintenance, PUC checks, and use of cleaner fuel shall be ensured to reduce air quality impacts. 	Contractor	ARCUN	<ul style="list-style-type: none"> • PUC logbook for vehicles entering the site • Equipment and machinery maintenance logbook • Environment monitoring reports 	<ul style="list-style-type: none"> • Records checking in six monthly audits. • Audit of waste management records and environment monitoring reports

The Authority noted the proposed project is a permissible activity as per para 5.1.2(ii), 5.2(i) and 5.4(iii) of CRZ notification 2019.

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

"All development activities or projects in CRZ-I and CRZ-IV areas, which are regulated or permissible as per this notification, shall be dealt with by Ministry of Environment, Forest and Climate Change for CRZ clearance, based on the recommendation of the concerned Coastal Zone Management Authority with the following exceptions namely- Stand alone jetties, salt works, Slipways, Temporary structures and Erosion control measures (like bunds, seawall, Groyones, Breakwaters, Submerged reef, sand nourishment etc) which shall be dealt by concerned Coastal Zone Management Authority"

DECISION:

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

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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&CC from time to time.
2. PP shall ensure that the structures proposed are purely temporary in nature and shall be dismantled completely after completion of the project.
3. Proposed temporary structures should be with minimum interference with tidal water flow, so that free flow of tidal water is not obstructed.
4. PP to ensure that Natural stream, creeklets and natural water bodies should not be disturbed.
5. PP to ensure that Ecologically sensitive areas / Natural geo-morphological features like Mangrove, turtle breeding sites, sand dunes, if any should not be disturbed.
6. During construction phase, the project implementing agency should proactively implement all possible appropriate environmental measures to achieve minimum disturbance to coastal ecosystem.
7. Debris generated during the construction activity should not be dumped in CRZ area. It should be ensured that debris is processed in a scientific manner at a designated site, as per MSW Rules, 2016.
8. Project proponent should implement Mitigation measures and Environment Management plan as stipulated in the EIA report, effectively and efficiently during construction and operational phase of the project to ensure that coastal environment is protected.
9. All other required permission from different statutory authorities should be obtained before starting construction at the site shall be ensured by Urban Local Body.



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Item No.10: Proposal for construction on Plot No. 09A, Sector 19, Airoli, Navi Mumbai under SOP by M/s. Swargiya Nagarsevika Meenatai Vijay Chaugule Rahivasi Seva Mandal.

The Project Proponent was absent for the meeting. The Authority decided to defer the proposal.



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Item No. 11: Proposed Residential & Commercial Building on Plot No-63, Sector 15, Dronagiri Node Navi Mumbai by Sandeep Shankarlal Jain.

INTRODUCTION

The project proponent along with consultant presented the proposal before the Authority. The proposal is for Residential & Commercial Building on Plot No-63, Sector 15, Dronagiri, Node, Navi Mumbai.

Proposed building comprises of Ground Floor (Commercial) + Stilt Area (Parking) + 1st to 6th Upper Residential Floors on the site under reference.

Plot area is 4505.05 Sqm, FSI area is 19405.82 sqm, Non FSI area is 17360.25 Sqm, Total Construction area is 36766.07 Sqm

DELIBERATION:

Earlier the proposal was considered in 194th meeting of MCZMA held on 20.02.2026. The Authority noted that the PP has submitted the CRZ map in 1:4000 scale prepared by the IRS, Chennai, as per which, the project site is situated in CRZ II & non CRZ area.

During the 194th meeting, the project proponent presented that the site is situated on landward side of existing road and away from mangroves. Expert Members and Mangrove Cell officials opined that report from the Mangrove Cell need to be obtained in the matter. In the light of above, the Authority after deliberation decided that the PP need to submit the report of the Mangrove Cell in the matter. The Authority further asked PP to submit details from concerned planning authority confirming that the project site is on the landward side of existing road or authorized structure as per para 5.2 (ii) CRZ-II of the CRZ Notification, 2019.

Now, PP has submitted the Mangrove Cell report dated 16.03.2026 as per which the project site is not falls in mangroves. However, within 38 to 40 m from mangroves. Hence, prior Hon. High Court Permission is required since the plot is within 50 m mangrove buffer zone.


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Regarding existing road, PP has submitted CIDCO letter dated 26.07.2024 which states that, 1st stage of asphaltting road in Sector 15 was completed on 30.06.2017.


The Authority observed that existing road is not depicted on the CRZ map prepared by IRS, Chennai. Therefore, PP need to submit the same.

The Authority noted that details from concerned planning authority confirming that the project site is on the landward side of existing road or authorized structure as per para 5.2 (ii) CRZ-II of the CRZ Notification, 2019 is not submitted by PP. Therefore, PP need to submit the same.

The Authority noted that as per mangrove cell report the project site is falls within 38 to 40 m from mangroves. Hence, PP need to submit whether construction is proposed within 50 m mangrove buffer zone along with layout plan.

DECISION:

In the light of above, the Authority decided to defer the proposal, for want of above information.


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Item No.12: Proposed Building on plot bearing C.T.S.no.1071 of village Versova, at village at J.P.Road, Seven Bungalow, Andheri (W), Mumbai by Morya Galani Homes Private Limited

The Project Proponent vide letter dated 16.04.2026 informed that, due to certain amendment required in the submitted proposal, it is requested to withdraw the proposal. The Authority decided to delist the proposal from records of MCZMA.



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Item No.13: Proposed construction of Inland Water Transport Terminal-Development of Marina" at Cuffe Parade Mumbai, Maharashtra by M/s. Rashmi Developments Private Ltd

M/s. Rashmi Developments Private Ltd has requested to defer the matter submission of additional information for proposed BUA in the project and its approval from MMB. Hence, the matter was deferred



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Item No.14: Proposed redevelopment of residential building on plot bearing C.T.S. No. 1103A(pt) and 1103B(pt), Aram Nagar, Fisheries University Road, Versova, Andheri (W), Mumbai 400 061 by Beautiful Properties 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 bearing C.T.S. No. 1103A(pt) and 1103B(pt), Aram Nagar, Fisheries University Road, Versova, Andheri (W), Mumbai.

Consultant presented that, existing building comprised Ground Floor + 1st to 7th Upper floors structure is in dilapidated stage & standing on site having OC dated 29.01.1994. PP has proposed redevelopment of the same existing building.

Proposed residential building comprises of Two Basement + Ground Floor + 1st to 4th Parking floors + 1st to 22nd floors for residential use.

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 1277.16 Sqm, FSI area is 9553.89 sqm, Non FSI area is 8697.41Sqm, Total Construction area is 18251.30Sqm

DELIBERATIONS:

The Authority noted that, PP has submitted CRZ map in 1:4000 scale prepared by IRS Chennai for CTS No. 1103A(pt). However, proposal is submitted for C.T.S. No. 1103A(pt) and 1103B(pt). The Authority asked PP to submit revised CRZ map in 1:4000 scale indicating both CTS nos. PP agreed to submit the same.

DECISION:

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



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Item No.15: Proposed I.T Building on plot bearing C.T.S. No.125 & 126 of village Erangal, at Malad Madh road, Malad (W), Mumbai by Parag Prakash Kadam

INTRODUCTION:

The project proponent along with consultant presented the proposal before the Authority. The proposal is for I.T Building on plot bearing C.T.S. No.125 & 126 of village Erangal, at MaladMadh road, Malad (W), Mumbai

Consultant presented that, the proposed IT building configuration comprises of Ground stilt + 2 Upper Floors. (Height: 13.20m)

As per DP Remarks of 2034, the plot under reference is situated in NDZ/SDZ (Slum) zone. As per clause 34, 3.5 III (A) OF DCPR 2034, (III) (A) information Technology & information Technology Enabled Services (IT/ITES) & Biotech units are permissible in NDZ with special permission of Commissioner. The MCGM has issued IOD on 29.07.2025. Directorate of Industries has issued LOI dated 30.01.2026.

Plot area is 2036.60Sqm, FSI area is 358.80sqm, Non FSI area is 66.34Sqm, Total Construction area is 425.14Sqm.

Project site falls in CRZ-II and the proposed development is permissible as per clause 5.2(ii) & (iii) as per CRZ notification 2019

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, he project site falls in CRZ II as per approved CZMP (Map No. MH 72) prepared as per approved CZMP 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 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



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structures: Provided that no permission for construction of buildings shall be given on landward side of any new roads which are constructed on the seaward side of an existing road.

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

The Authority noted that proposed project in CRZ II area is permissible subject to FSI as per Town and Country planning regulations existed as on date of the CRZ Notification, 2019 i.e. 18th January, 2019. The concerned planning authority should strictly ensure that the proposed construction is within the limit of permissible FSI as per DCR existed as on 18th January, 2019.

DECISION:

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

1. The concerned Planning Authority shall ensure that the proposed 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 18th January, 2019 before issuing commencement certificate to the project.
3. The concerned Planning Authority should strictly ensure that Setting up of new industries and expansion of existing industries, operations or processes is not allowed in the CRZ area as per para 4(i) of CRZ Notification, 2019.

Debris generated during the project activity should not be dumped in CRZ area. It should be processed scientifically at a designated place.

4. Solid waste generated should be properly collected and segregated. Dry/ inert solid waste should be disposed of as per Solid waste Rules of 2016 to the approved site for land filling after recovering recyclable materials.




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



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Item No.16: Request for revision in Coastal Zone Management Plan (CZMP) 2019 for land bearing Survey no. 40/2, 42, 43, 44, 45, 46/1, 47 to 51 Village Gadab, Pen, Dist. Raigad by M/s Prism Johnson Ltd.

Consultant of the PP vide mail dated 17.04.2026 informed that he was unable to attend the MCZMA meeting, due to unavoidable circumstances. Hence, the Authority decided to defer the proposal.


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Item No.17: Request for revision in Coastal Zone Management Plan (CZMP) 2019 for Land Bearing C.T.S. No. 319/B (Part), 335/8, 346, 347, 349, 352, 354, 363 of Village Dahisar in R/North Ward Dahisar West, Mumbai by M/s Prime Civil Infrastructures Private Limited

Introduction:

The officials of NCSCM, Applicant along with consultant presented the proposal before the Authority. The proposal is for revision in Coastal Zone Management Plan (CZMP) 2019 for Land Bearing C.T.S. No. 319/B (Part), 335/8, 346, 347, 349, 352, 354, 363 of Village Dahisar in R/North Ward Dahisar West, Mumbai.

The PP has submitted the CRZ map in 1:4000 scale & report prepared by IRS, Chennai as per approved CZMP 2019. The area of project site in CRZ as per IRS Report-

CRZ Classification	Area in CRZ in sqm	Total area in sqm
CRZ - II	564.09	6067.47
CRZ-III (NDZ - within CRZ-II Greater Mumbai)	864.01	
Outside CRZ	4639.37	

Deliberation:-

The matter was earlier considered in 173rd meeting of MCZMA held on 20.03.2024 wherein the consultant presented that the part of land shown as CRZ II (NDZ) in approved CZMP, 2019 is an error. There is no any garden / open space reservation on site under reference. As per DP 2034, the site falls in RR 2.1 (reservation of Rehabilitation & resettlement) and ER 2.1 (existing amenity of rehabilitation and resettlement).

The Authority noted that, the matter pertains to erroneous portion of plot marked as CRZ II (NDZ) in approved CZMP, 2019 needs to be sent to NCSCM, Chennai through MoEF&CC, New Delhi. The Authority asked PP to submit separate application for the same.

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Accordingly, PP has submitted application vide letter dated 14.06.2024 to MCZMA. As per decision taken in the 173rd meeting, the MCZMA vide letter dated 26.06.2024 & reminder letter dated 31.12.2024 referred the matter to NCSCM, Chennai through MoEF&CC, New Delhi for examination.

The MoEF&CC, New Delhi vide letter dated 01.04.2025 referred the matter to NCSCM Chennai for examination & comments in accordance with para 7 of Annexure -IV of the CRZ Notification, 2019.

Now, NCSCM Chennai vide letter dated 26.03.2026 submitted that the NCSCM has examined the proposal in accordance with para 7 of Annexure -IV of the CRZ Notification, 2019 based on the latest satellite imagery, ground truthing and the available supporting documents. The NCSCM has submitted draft report along the revised / rectified draft CZMP maps for further necessary action in the matter. As per NCSCM report,

"The field mapping was completed on 19th June, 2025, to modify the approved CZMP in accordance with para. 6, page 7 of the "Guidelines for updation of Coastal Zone Management Plan (CZMP) prepared as per CRZ Notification, 2011 to align it with CRZ Notification, 2019" notified by MoEF&CC, Govt. of India vide OM No. 12-1/2019 - 1A-III dated 26/06/2019. NCSCM verified the demarcation of CRZ category in the approved CZMP Map No. MH 82 and carried out the reclassification of "NDZ - within CRZ II - Greater Mumbai" to CRZ II affecting the property bearing CTS Nos. 319/B (PART), 335/8, 346, 347, 349, 352, 354 and 363 of village Dahisar, in R/North Ward, Dahisar West, Mumbai, Maharashtra. The revision of CZMP Map No. MH 82, Maharashtra, is carried out based on the development plan 2034 of Greater Mumbai (Western Suburbs WS-73); the excluded portion map and the sanctioned modification map prepared by the government of Maharashtra.

In accordance with para. 6, page 7 of the "Guidelines for updation of Coastal Zone Management Plan (CZMP) prepared as per CRZ Notification, 2011 to align it with CRZ Notification, 2019" notified by MoEF&CC, Govt. of India vide OM No. 12-1/2019 - 1A-III dated 26/06/2019, NCSCM verified the demarcation of CRZ category in the approved CZMP Map No. MH 82 and carried out the reclassification of "NDZ - within CRZ II -


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Greater Mumbai" to CRZ II affecting the property bearing CTS Nos. 319/B (PART), 335/8, 346, 347, 349, 352, 354 and 363 of village Dahisar, in R/North ward, Dahisar West, Mumbai, Maharashtra.

The revision of CZMP Map No. MH 82, Maharashtra, is carried out based on the development plan 2034 of Greater Mumbai (Western Suburbs WS-73); the excluded portion map and the sanctioned modification map prepared by the government of Maharashtra.

The changes in the CRZ category of CZMP Map No. MH 82 of the approved CZMP map prepared as per CRZ Notification, 2019, to the Revised Draft CZMP are for only the "NDZ - within CRZ II - Greater Mumbai" to "CRZ II".

Part of the CST Nos of 319/B (Part), 346 and 354 falls within the NDZ of CRZ II Greater Mumbai. Hence, it is modified into CRZ II based on the Sanctioned Development Plan 2034 of Greater Mumbai. The CST Nos. 335/8, 347, 349, 352 and 363 are out of "NDZ - within CRZ II - Greater Mumbai" as per the approved CZMP 2019. Prepared an enlarged map representing the change in CRZ category from "NDZ - within CRZ II - Greater Mumbai" to CRZ II for better clarity.

The total area converted from "NDZ - within CRZ II - Greater Mumbai" to "CRZ II" is about 1441.65 sq. m. within the project site boundary, whereas, with reference to the MCZMA letter, the area is 864.01 sq. m. This discrepancy may be due to the absence of the exact project site boundary information. The revised draft CZMP map No. MH 82 and corresponding land use maps are prepared."

The NCSCM has submitted the revised/rectified draft CZMP Map No. MH 82 (Sheet No. E 43 A 15 /SW) and the corresponding draft revised Land Use map.

The Authority noted that the as para 7 of the Annexure IV of the CRZ Notification, 2019,

"7. Revision of Coastal Zone Management Plans:

(i) Whenever there is a doubt, the concerned State or Union territory Coastal Zone Management Authority shall refer the matter to the


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National Centre for Sustainable Coastal Management who shall verify the CZMP based on latest satellite imagery and ground truthing.

(ii) If required, the rectified map shall be submitted to Ministry of Environment, Forest and Climate Change for consideration."

The Authority observed that as para 7 of the Annexure IV of the CRZ Notification, 2019 the revised/rectified draft CZMP MH 82 (Sheet No. E 43 A 15 /SW) shall be submitted to Ministry of Environment, Forest and Climate Change for consideration as suggested by NCSCM Chennai.

Decision:

In the light of above, the Authority after detailed discussion and deliberation, considering the report of the NCSCM, the Authority decided to recommend the matter for the revision of the CZMP Map Nos. MH 82 (Sheet No. E 43 A 15 /SW) to MoEF&CC, New Delhi for consideration, in accordance with provision of the CRZ Notification, 2019.


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Item No. 18: Request for revision in Coastal Zone Management Plan (CZMP) 2019 for the land bearing survey no. 34/2, 37/1, 37/2, 38/1, 38/2, 38/3, 38/4, 38/5 and 39 at Kolshet in Thane district by Shri. Rohidas Gharat, M/s. Tarang Developers

Introduction:

The officials of NCSCM, Applicant along with consultant presented the proposal before the Authority. The proposal is for revision in Coastal Zone Management Plan (CZMP) 2019 (Sheet no. E43 A16/NE, Map no. MH 79) for the land bearing survey no. 34/2, 37/1, 37/2, 38/1, 38/2, 38/3, 38/4, 38/5 and 39 at Kolshet in Thane district.

Deliberation:-

The matter was earlier considered in 179th meeting of MCZMA held in 12.11.2024 wherein consultant presented that, PP has submitted CRZ map in 1:4000 scale & report prepared by NCSCM Chennai as per approved CZMP, 2019 and based on field survey. As per approved CZMP about 31509.8 Sqm. of plot area is under CRZ however as per field survey conducted by NCSCM only 4918.26 Sqm. plot area is under CRZ.

Consultant further presented that, the actual CRZ classification of the project varies from approved CZMP (Sheet No. E43 A16/NE) (Map No. MH 79). Therefore, the said CZMP is required to revised as per CRZ notification 2019.

The matter was earlier considered in 179th meeting of MCZMA held in 12.11.2024. 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 where of revision in CZMP shall be referred to NCSCM who shall the examine the matter. It was observed that the matter may be referred to NCSCM for examination of the matter through MoEF&CC, New Delhi. After deliberation, the Authority decided to refer the matter to NCSCM, Chennai through MoEF&CC, New Delhi for examination of the matter, in accordance with provisions of the CRZ Notification, 2019. Accordingly, MCZMA vide letter dated 01.01.2025 referred the matter to NCSCM, Chennai through MoEF&CC, New

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Delhi for examination in accordance with provisions of the CRZ Notification, 2019.

The MoEF&CC, New Delhi vide letter dated 18.02.2025 referred the matter to NCSCM Chennai for examination & comments in accordance with para 7 of Annexure -IV of the CRZ Notification, 2019.

Now, NCSCM Chennai vide letter dated 26.03.2026 submitted that the NCSCM has examined the proposal in accordance with para 7 of Annexure -IV of the CRZ Notification, 2019 based on the latest satellite imagery, ground truthing and the available supporting documents. The NCSCM has submitted draft report along the revised / rectified draft CZMP maps for further necessary action in the matter. As per NCSCM report,

"CRZ categories within the study area of the approved CZMP and revised CZMP (Map No. MH 79).

CRZ Categories (Area in sq. m)	Approved CZMP	Revised Draft CZMP
CRZ - IA	145890.49	96280.92
50m Mangrove Buffer Zone - CRZ IA	257039.94	218273.31
CRZ - IB	42385.65	16949.08
CRZ - II	65652.73	55441.22
CRZ - IVB	5553.01	284.55

As per the MoEF&CC and MCZMA letter, the study area covers the survey Nos 34/2, 37/1, 37/2, 38/1, 38/2, 38/3, 38/4, 38/5 and 39, which falls on Map No. MH 79. Whereas the parts of the survey Nos. 34/2, 37/1, 37/2, 38/1, 38/2, 38/3, 38/4, and 38/5, are not available within the approved CZMP as per CRZ Notification, 2019. Hence, the survey Nos. 34, 37, 38 and 39 are considered for revision instead of considering the part of the survey numbers. Field investigations were carried out for the site by NCSCM scientists on 08-03- 2026, and the HTL, LTL, and ESAs were revised/modified in the CZMP map based on the latest satellite imagery and ground truthing.

During the field visit, it is observed that there is a major change in HTL, LTL and ESAs along the north-eastern and south-eastern sides of the site along the creek, which extends further north and south of the survey


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plots. The major changes in HTL and ESAs are due to the anthropogenic activities and construction of roads, etc., at Kolshet, Thane District, Maharashtra. Hence, the revision of HTL and ESAs of CZMP is limited/extended to the study area for edge matching up to where the major changes are observed. An enlarged part of the approved CZMP and revised draft CZMP as per CRZ Notification, 2019, for the study area is prepared for better understanding. During revision the approved CZMP Map No. MH 79 the adjacent map No. MH-80 is also affected due to the minor changes of the buffer areas. Hence, along with the revised draft CZMP Map No. MH-79, the affected Map No. MH-80 and corresponding land use maps are prepared."

Expert Members observed that, there is a major change in HTL and CRZ areas are reduced. The Authority asked NCSCM for the justification for the same. Officials of NCSCM informed that, these major changes in HTL and CRZ areas are due to the anthropogenic activities and construction of roads, etc. APCCF has informed that as per NCSCM report mangrove area also reduced at site under reference. Report from Mangrove Cell needs to be sought in the matter.

The Authority observed that the applicant shall furnish detailed information, documentary evidence and necessary approvals of construction activities if any, including time series of google earth images. Further, PP needs to obtain Report from Mangrove Cell and submit.

Decision:-

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



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Item No. 19: Request for revision in Coastal Zone Management Plan (CZMP) 2019 for Plot Bearing C.S No 443 and 3/448 of Malabar Cumbala Hill Division, for "Simala Nagar Co-Operative Housing Society (Prop)" Situated off LaxmibaiJagmohandas Marg (Nepean Sea Road), Mumbai by M/s. Sheth Homes Spaces Pvt Ltd

Introduction:

The officials of NCSCM, project proponent along with Consultant presented the proposal before the Authority. The application is for revision in Coastal Zone Management Plan (CZMP) 2019 for Plot Bearing C.S No 443 and 3/448 of Malabar Cumbala Hill Division, for "Simala Nagar Co-Operative Housing Society (Prop)" Situated off LaxmibaiJagmohandas Marg (Nepean Sea Road), Mumbai.

Deliberation:

The matter was earlier considered in 184th meeting of MCZMA held on 18.07.2025 wherein Consultant presented that,

- 1) In the Development Plan of 1991, the land was reserved as a Garden/Park.
- 2) The site under reference falls in is falls in CRZ III (No Development Zone (NDZ) within CRZ II of Greater Mumbai as per the approved CZMP under CRZ Notification, 2019.
- 3) As per the DP under DCPR 2034, which was sanctioned on 08/05/2018, the land is in Residential Zone and was considered under Excluded Portion (EP-D-19) for sanctioning modification. Excluded Portion (EP-D-19) got sanctioned by the Urban Development, GoM, vide it's Notification dated 12/04/2021. The earlier Garden/ Park reservation is modified to Government Staff Quarters.
- 4) Therefore, applicant requested to rectify the approved CZMP and reclassify the land from CRZ III (NDZ within CRZ II of Greater Mumbai) to CRZ II.

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



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meant for recreational or sports-related activities, and the residential or commercial use of such open spaces shall not be permissible."

The Authority noted that, presently the Garden/ Park reservation of the land is modified to Government Staff Quarters. 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. Considering the UDD, GoM Notification dated 12.04.2021, the NDZ portion of the plot area needs to be deleted from the approved CZMP, 2019.

The Authority noted that the as para 7 of the Annexure IV of the CRZ Notification, 2019 provides for the revision of the CZMP, as per which, matter of revision in CZMP shall be referred to NCSCM who shall the examine the matter. It was observed that the matter of deletion of NDZ portion may be referred to NCSCM, Chennai for examination through MoEF&CC, New Delhi. The Authority after deliberation decided to refer the matter to NCSCM, Chennai for examination through MoEF&CC, New Delhi. Accordingly, MCZMA vide letter dated 21.08.2025 referred the matter to NCSCM, Chennai through MoEF&CC, New Delhi for examination.

The MoEF&CC, New Delhi vide letter dated 18.09.2025 forwarded the matter to NCSCM Chennai for further necessary action in accordance with para 7 of Annexure -IV of the CRZ Notification, 2019.

Now, NCSCM Chennai vide letter dated 26.03.2026 submitted that the NCSCM has examined the proposal in accordance with para 7 of Annexure -IV of the CRZ Notification, 2019 based on the latest satellite imagery, ground truthing and the available supporting documents. The NCSCM has submitted draft report along the revised / rectified draft CZMP maps for further necessary action in the matter. As per NCSCM report,

"The reclassification of NDZ within CRZ II - Greater Mumbai to CRZ II for the MapNo. MH-72 (Sheet No: E 43 G 13 / NW) is carried out based on the Excluded and Sanctioned Development Plan 2034 of Greater Mumbai prepared by Govt. of Maharashtra. The field mapping was carried out on 28th January, 2026 for the revision/reclassification of the property bearing C. S No. 443 & 3/448 of Malabar Hill division at Simala Nagar Co-Operative Housing Society situated at Laxmibai Jagmohandas Marg, Mumbai, Maharashtra. The revision is carried out only for the C. S


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No. 443 & 3/448 as requested by the PP. The enlarged comparison map representing the change between CRZ category as per approved CZMP (2019) and revised CZMP is prepared for better clarity. The revised draft CZMP map No. MH-72 and corresponding land use maps are annexed as Annex - 4 and Annex 5 respectively."

The NCSCM has submitted the revised/rectified draft CZMP Map No. MH 72 (Sheet No. E 43 G 13 /NW) and the corresponding draft revised Land Use map.

The Authority noted that the as para 7 of the Annexure IV of the CRZ Notification, 2019,


"7. Revision of Coastal Zone Management Plans:

- (i) Whenever there is a doubt, the concerned State or Union territory Coastal Zone Management Authority shall refer the matter to the National Centre for Sustainable Coastal Management who shall verify the CZMP based on latest satellite imagery and ground truthing.
- (ii) If required, the rectified map shall be submitted to Ministry of Environment, Forest and Climate Change for consideration."

The Authority observed that as para 7 of the Annexure IV of the CRZ Notification, 2019 the revised/rectified draft CZMP MH 72 (Sheet No. E 43 G 13 /NW) shall be submitted to Ministry of Environment, Forest and Climate Change for consideration as suggested by NCSCM Chennai.

Decision:

In the light of above, the Authority after detailed discussion and deliberation, considering the report of the NCSCM, the Authority decided to recommend the matter for the revision of the CZMP Map Nos. MH 72 (Sheet No. E 43 G 13 /NW) to MoEF&CC, New Delhi for consideration, in accordance with provision of the CRZ Notification, 2019.


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Item No. 20: Request for revision in Coastal Zone Management Plan (CZMP) 2019 for Plot Bearing C.S.No.930(Pt)] Plot No. 75(Pt) Of Worli Hill Estate Scheme No. 58, B.G. Kher Marg, Worli, Mumbai (G/S Ward) By JP Infra Spaces Pvt. Ltd

Introduction:

The officials of NCSCM, project proponent along with Consultant presented the proposal before the Authority. The application is for revision in Coastal Zone Management Plan (CZMP) 2019 for Plot Bearing C.S.No.930(Pt)] Plot No. 75(Pt) Of Worli Hill Estate Scheme No. 58, B.G. Kher Marg, Worli, Mumbai (G/S Ward).

Deliberation:

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 of M/s. JP Infra Space Private Limited, Andheri (East), Mumbai, Maharashtra 400093 for the proposed construction on plot bearing C.S.No.930 (Pt) of Worli division, Plot No. 75 (Pt) of Worli Hill Estate scheme No.58, B.G. Kher Marg, Worli, G/South Ward, Mumbai 400018, Maharashtra falls fully inside the 500m setback line from HTL of Arabian Sea as per approved CZMP (Map No.MH 72) published vide CRZ Notification 2019.
- The proposed Wing A-Sale Building and Podium area falls in CRZ - II and CRZ III (NDZ within CRZ - II Greater Mumbai) whereas Wing B-Rehab Building falls fully in CRZ - II as indicated in the local level CRZ map enclosed with this report.

Consultant further presented that, Urban Development department vide Order dated 13.09.2024 mentioned that, "The reservation of 'Garden / park (ROS 1.5) shown on the land bearing C.S. No. 930 (pt) Worli Division, Mumbai for balance area admeasuring 154.21 sqm is changed to the reservation of rehabilitation & Resettlement (RR 2.1)"Therefore, PP requested for CRZ clearance considering the CRZ-II area.



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The Authority noted that, as per approved CZMP, majority of project fall sin CRZ-II area and small portion of plot area adm. 154.21 sqm falls in NDZ of CRZ-II areain approved CZMP, 2019 being the garden / park reservation in Development Plan as per para 10.3 of the CRZ Notification, 2019.

With respect to NDZ portion of plot admeasuring 154.21 sqmin CRZ-II area, the Authority noted that, the Urban Development Department has changed garden / park reservation to the reservation of rehabilitation & Resettlement (RR 2.1) in Development Plan. 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. Considering the UDD, GoM Notification, the NDZ portion of the plot area 154.21 sqm needs to be deleted from the approved CZMP, 2019. The Authority noted that the as para 7 of the Annexure IV of the CRZ Notification, 2019 provides for the revision of the CZMP, as per which, matter of revision in CZMP shall be referred to NCSCM who shall the examine the matter. It was observed that the matter of deletion of NDZ portion may be referred to NCSCM, Chennai for examination through MoEF&CC, New Delhi.

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. Accordingly, MCZMA vide letter dated 20.08.2025 referred the matter to NCSCM, Chennai through MoEF&CC, New Delhi for examination.

The MoEF&CC, New Delhi vide letter dated 18.09.2025 forwarded the matter to NCSCM Chennai for further necessary action in accordance with para 7 of Annexure -IV of the CRZ Notification, 2019.

Now, NCSCM Chennai vide letter dated 26.03.2026 submitted that the NCSCM has examined the proposal in accordance with para 7 of Annexure -IV of the CRZ Notification, 2019 based on the latest satellite imagery, ground truthing and the available supporting documents. The NCSCM has submitted draft report along the revised / rectified draft CZMP maps for further necessary action in the matter. As per NCSCM report,

"The reclassification of CRZ category is being carried out for the part of the C.S No 930 within the Plot bearing C.S. No. 930 instead of C S No.


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930(pt), of Worli Hill Estate Scheme No. 58, B.G. Kher Marg, Worli, Mumbai, Maharashtra. The reclassification area falls on Map No. MH 72 of the approved CZMP as per CRZ Notification, 2019. The field mapping was carried out on 22nd December, 2025 for the reclassification/revision of the approved CZMP prepared as per CRZ Notification, 2019. The revision/reclassification of CZMP Map No. MH 72, Maharashtra, is carried out based on the Excluded and Sanctioned Development Plan - 2034 of Greater Mumbai prepared by Govt. of Maharashtra. The enlarge part of DP duly signed by the Joint Director of Town Planning, slum rehabilitation authority, Deputy Director of Town Planning, Greater Mumbai, and Deputy Secretary Urban Development Department, Mantralay Mumbai - 32 is used to identify the exact location and the area for reclassification. The enlarged comparison map representing the change between CRZ category as per approved CZMP (2019) and revised CZMP is prepared for better clarity. The revision is carried out only for the part of property bearing C.S. No. 930, of Worli Hill Estate Scheme No. 58, B.G. Kher Marg, Worli, Mumbai, Maharashtra as requested by the PP instead of C S No. 930(pt). The total area reclassified from "NDZ within CRZ - II Greater Mumbai" to "CRZ II" affecting the property bearing C.S. No. 930 (Pt) is 154.21 sq.m. The revised draft CZMP map No. MH 72 and corresponding land use maps are prepared."

The NCSCM has submitted the revised/rectified draft CZMP Map No. MH 72 (Sheet No. E 43 G 13 /NW) and the corresponding draft revised Land Use map.

The Authority noted that the as para 7 of the Annexure IV of the CRZ Notification, 2019,

"7. Revision of Coastal Zone Management Plans:

- (i) Whenever there is a doubt, the concerned State or Union territory Coastal Zone Management Authority shall refer the matter to the National Centre for Sustainable Coastal Management who shall verify the CZMP based on latest satellite imagery and ground truthing.
- (ii) If required, the rectified map shall be submitted to Ministry of Environment, Forest and Climate Change for consideration."

The Authority observed that as para 7 of the Annexure IV of the CRZ Notification, 2019 the revised/rectified draft CZMP MH 72 (Sheet No. E 43 G 13 /NW) shall be submitted to Ministry of Environment, Forest and Climate Change for consideration as suggested by NCSCM Chennai.



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Decision:

In the light of above, the Authority after detailed discussion and deliberation, considering the report of the NCSCM, the Authority decided to recommend the matter for the revision of the CZMP Map Nos. MH 72 (Sheet No. E 43 G 13 /NW) to MoEF&CC, New Delhi for consideration, in accordance with provision of the CRZ Notification, 2019.



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Item No. 21: Request for revision in Coastal Zone Management Plan (CZMP) 2019 for land at village Savali/Mithagar, Off Murud-Bhadgoan/Roha Road, Taluka Murud, Dist. Raigad by M/s. Suyog Agro and Poultry Products Pvt. Ltd.

The Authority noted that, the matter was earlier considered in 178th & 188th meeting of MCZMA held on 25.09.2024 & 15.9.2025. As per decision taken in the 188th meeting, the MCZMA vide letter dated 30.09.2025 the matter was already recommended to MoEF&CC, New Delhi for further appropriate action in the matter in accordance with the provision of the CRZ Notification, 2019. The Authority decided to communicate same to MoEF&CC, New Delhi.


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Item No. 22: Request for revision in Coastal Zone Management Plan (CZMP) 2019 for Property bearing C.T.S. No. 129, 137, 138,139, 140 & 141 of village Bandra-C at Hill Road, Bandra West, in H/W, ward, Mumbai by The Apostolic Carmel Society of Bombay

The Authority noted that, the matter was earlier considered in 178th & 188th meeting of MCZMA held on 25.09.2024 & 15.9.2025. As per decision taken in the 188th meeting, the MCZMA vide letter dated 30.09.2025 the matter was already recommended to MoEF&CC, New Delhi for further appropriate action in the matter in accordance with the provision of the CRZ Notification, 2019. The Authority decided to communicate the same to MoEF&CC, New Delhi.


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Item No. 23: Request for revision in Coastal Zone Management Plan (CZMP) 2019 for Bldg. No.33 to 39 For 'AdarshShramik' CHS. Ltd Situated on C.S.No.209 of Worli Division, Situated, at Aadarsh Nagar, Worli, Mumbai 400030 by Oberoi Realty Limited

Introduction:

The officials of NCSCM, project proponent along with Consultant presented the proposal before the Authority. The application is for revision in Coastal Zone Management Plan (CZMP) 2019 for Bldg. No.33 to 39 For 'AdarshShramik' CHS. Ltd Situated on C.S.No.209 of Worli Division, Situated, at Aadarsh Nagar, Worli, Mumbai 400030

Deliberation:

The matter was earlier considered in 189th meeting of MCZMA held on 06.10.2025 wherein 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 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


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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 the 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.

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. Accordingly, MCZMA vide letter dated 29.10.2025 referred the matter to NCSCM, Chennai through MoEF&CC, New Delhi for examination.

The MoEF&CC, New Delhi vide letter dated 18.12.2025 forwarded the matter to NCSCM Chennai for further necessary action in accordance with para 7 of Annexure -IV of the CRZ Notification, 2019.

Now, NCSCM Chennai vide letter dated 26.03.2026 submitted that the NCSCM has examined the proposal in accordance with para 7 of Annexure -IV of the CRZ Notification, 2019 based on the latest satellite imagery, ground truthing and the available supporting documents. The NCSCM has submitted draft report along the revised / rectified draft CZMP maps for further necessary action in the matter. As per NCSCM report,

"The reclassification of CRZ category is being carried out within the proposed project site boundary, which falls on the C.S. No. 209 of Worli division, situated at Adarsh Nagar, Worli, Mumbai, Maharashtra. The field mapping was carried out on 09th March, 2026 for the reclassification/revision of the approved CZMP prepared as per CRZ Notification, 2019. The revision/reclassification of CZMP Map No. MH


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75, Maharashtra, is carried out based on the Excluded and Sanctioned Development Plan 2034 of Greater Mumbai prepared by Govt. of Maharashtra. The enlarged comparison map representing the change between CRZ category as per approved CZMP (2019) and revised CZMP is prepared for better clarity. The revision is carried out only for a portion of the property bearing C.S. No. 209 which is about 1012.69 sq.m. The enlarged comparison map representing the change between CRZ category as per approved CZMP (2019) and revised CZMP is prepared along with the revised draft CZMP and corresponding land use maps (Map No. MH 75)."

The NCSCM has submitted the revised/rectified draft CZMP Map No. MH 75 (Sheet No. E 43 A 16 /SW) and the corresponding draft revised Land Use map.

The Authority noted that the as para 7 of the Annexure IV of the CRZ Notification, 2019,

"7. Revision of Coastal Zone Management Plans:

- (i) Whenever there is a doubt, the concerned State or Union territory Coastal Zone Management Authority shall refer the matter to the National Centre for Sustainable Coastal Management who shall verify the CZMP based on latest satellite imagery and ground truthing.
- (ii) If required, the rectified map shall be submitted to Ministry of Environment, Forest and Climate Change for consideration."

The Authority observed that as para 7 of the Annexure IV of the CRZ Notification, 2019 the revised/rectified draft CZMP MH 75 (Sheet No. E 43 A 16 /SW) shall be submitted to Ministry of Environment, Forest and Climate Change for consideration as suggested by NCSCM Chennai.

Decision:

In the light of above, the Authority after detailed discussion and deliberation, considering the report of the NCSCM, the Authority decided to recommend the matter for the revision of the CZMP Map Nos. MH 75 (Sheet No. E 43 A 16 /SW) to MoEF&CC, New Delhi for consideration, in accordance with provision of the CRZ Notification, 2019.


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Item No. 24: Request for revision in Coastal Zone Management Plan (CZMP) 2019 for property bearing CTS No. 1A/2 of village Anik, M-Ward, Mumbai by M/s. Ajmera Realty & Infra India Ltd.

Introduction:

The officials of NCSCM, project proponent along with Consultant presented the proposal before the Authority. The application is for revision in Coastal Zone Management Plan (CZMP) 2019 for property bearing CTS No. 1A/2 of village Anik, M-Ward, Mumbai.

Deliberation:

The matter was earlier considered in 178th & 190th meeting of MCZMA held on 10.09.2024 & 07.11.2025.

In the 178th meeting, consultant presented that, MoEF&CC New Delhi has approved the Coastal Zone Management Plan of Mumbai vide letter dated 29.09.2021. As per the said approved CZMP Sheet No. E 43 A 16/ SE (Map No. MH 76), part of project site falls in the CRZ II (No Development Zone (NDZ) of Greater Mumbai). However, said NDZ shown in the approved CZMP is private/layout recreational green (RG) space of our larger layout and not the designated RG reservation. The MCGM has rectified the said development plan (DP) vide Notification No. - TPB/4317/639/CR118(V) dated. 23/11/2020, wherein the layout RG has been reclassified from Garden reservation to a Layout RG as it is a layout RG. The PP requested to correct the approved CZMP of project site from CRZ II (NDZ) for Greater Mumbai to CRZ II area.

Consultant presented that as per para 10.3 of CRZ Notification, 2019, all open spaces, parks, gardens, playgrounds indicated in development plans within CRZ-II shall be categorised as No Development Zone. In the present case, now, the Development Plan of the Greater Mumbai with respect to subject land under reference has been modified and now, reservation of the Garden has been changed to layout RG, by the concern planning Authority i.e. MCGM. Consultant further presented that since, there is no reservation of the Garden on the site, the classification of the site as CRZ II(NDZ) may be removed and land can be classified as CRZ II.



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Consultant presented that the reservation of the CTS 1A/2 was put under Excluded Part (EP) by the MCGM in DP 2034 (Sheet no 8, EP-MW 29) as Garden/ Park Reservation. Now, the MCGM has deleted the said reservation and now, the land parcel bearing CTS No. 1A/2 is shown as Layout RG.

From the presentation, the Authority noted that in the present case, MCGM has corrected the Development Plan from Garden reservation to a Layout RG. Hence, PP requested to correct the approved CZMP of the land bearing CTS No. 1A/2 of village Anik, Wadala from CRZ II (NDZ of Greater Mumbai) to CRZ II area.

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 where of revision in CZMP shall be referred to NCSCM who shall the examine the matter. It was observed that the matter may be referred to NCSCM for examination through MoEF&CC, New Delhi. After deliberation, the Authority decided to refer the matter to NCSCM, Chennai through MoEF&CC, New Delhi for examination of the matter, in accordance with provision of the CRZ Notification, 2019. Accordingly, MCZMA vide letter dated 08.10.2024 referred the matter to NCSCM, Chennai through MoEF&CC, New Delhi for examination.

The MoEF&CC, New Delhi vide letter dated 30.12.2024 referred the matter to NCSCM Chennai for examination in accordance with para 7 of Annexure -IV of the CRZ Notification, 2019.

The NCSCM vide email dated 03.11.2025 has submitted the draft report. The matter was again considered in 190th meeting of MCZMA held on 07.11.2025 wherein the Authority noted that the NCSCM need to provide the details of the status of site in view of sanctioned DP considering the para 10.3 of CRZ Notification, 2019 taking into consideration the authorized sourced information from the MCGM and stating the same in its report.

Now, NCSCM Chennai vide letter dated 26.03.2026 submitted that the NCSCM has examined the proposal in accordance with para 7 of Annexure -IV of the CRZ Notification, 2019 based on the latest satellite imagery, ground truthing and the available supporting documents. The NCSCM has submitted draft report


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along the revised / rectified draft CZMP maps for further necessary action in the matter. As per NCSCM report,

"In accordance with para 6, page 7 of the "Guidelines for updation of Coastal Management Plan (CZMP) prepared as per CRZ Notification, 2011 to align it CRZ Notfiication, 2019 notified by MoEF&CCGovt of India vide OM No. 12-1/2019-1A-III dated 26/06/2019, NCSCM verified the demarcation of CRZ in the approved CZMP Map No. MH 76 (Sheet No. E 43 A 16 / SE) and carried out the reclassification of CRZ property bearing CTS No. 1A of village Anik, in M Ward, Mumbai, Maharashtra.

The revision of CZMP Map No. MH 76, Maharashtra is carried out based on the Development Plan 2034 of Greater Mumbai (MW ES-12 and MW ES -08), Sanctioned by Govt. of Maharashtra and latest satellite imagery and ground truthing, as per the directions in MoEF&CC letter No. F. No. IA3-12/10/2021-IA.III (E-153021) dated 01/04/2025.

The reclassification of CRZ area from NDZ to Layout RG is carried out for the property bearing CTS No. 1A of M Ward, Anik Village, Mumbai, Maharashtra based on the Development Plan - 2034 of Greater Mumbai, Sanctioned by Gov. of Maharashtra. The Revised Draft CZMP Map Nos. MH 75 & 76 and corresponding land use map is annexed as Annex-4 and Annex-5 respectively."

The Authority observed that the NCSCM has revised the CRZ area from "NDZ - within CRZ II - Greater Mumbai" to "CRZ II" in the CZMP. However, Layout RG has been marked with separate legend in the draft CZMP. The Authority asked NCSCM whether layout RG is covered under para 10.3 of CRZ Notification, 2019. The NCSCM has informed that, MCGM may comment on this.

The Authority noted that as per para 10.3 of CRZ Notification, 2019: CRZ areas falling within municipal limits of Greater Mumbai:

(i) 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 categorised 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, all open spaces, parks, gardens, playgrounds indicated in development Plan shall be categorized as NDZ.


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In view of NCSCM report received in the matter, the MCGM need to submit the following additional information:-

- 1) Whether Layout RG is indicated as open spaces, parks, gardens, playgrounds in Development Plan of MCGM
- 2) Whether Layout RG attracts the para 10.3 of CRZ Notification, 2019.

After receipt of the information from MCGM, same will be communicated to NCSCM, Chennai.

Decision:-

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


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Item No. 25: Request for revision in Coastal Zone Management Plan (CZMP) 2019 for S. No. 16, 17 & 18 at village Kacharepada (Khopta) UranDist Raigad by M/s. All Cargo Logistics

Introduction:

The PP along with consultant were present for the matter. As requested by the Authority, the concern scientist from the NCSCM, Chennai presented the matter explaining the draft report submitted by the NCSCM in the matter of revision in Coastal Zone Management Plan (CZMP) 2019 for S. No. 16, 17 & 18 at village Kacharepada (Khopta) UranDist Raigad.


Deliberation:

Earlier, the matter was considered in 180th & 190th meeting of MCZMA held on 11.12.2024 & 07.11.2025.

M/s All Cargo Logistics Limited has a plot area 52,477.66 sqm in Survey Nos. 16, 17 and 18 at Village Kachrepada (Khopta), UranDist Raigad, the boundary of the said plot is 50 m away from the adjacent creek. As per CZMP 2019 (MAP No. MH 70); the HTL of the adjacent creek is marked along the boundary of the plot. Area between the creek and plot boundary has not been flooded by tidal waters at any given point of time more than a decade. Local villagers are using it as a pathway to reach the adjacent lands. Hence, Applicant requested to consider revision in Coastal Zone Management Plan of Raigad District (Sheet No. E43 H1/SW, MH 70) by correction in HTL at S. No. 16, 17 & 18 at village Kacharepada (Khopta) UranDist Raigad.

As per decision taken in the 180th meeting, the matter was referred to NCSCM Chennai through MoEF&CC New Delhi for examination vide MCZMA letter dated 03.01.2025. The MoEF&CC, New Delhi has referred the matter to NCSCM Chennai on 18.02.2025.

Accordingly, Field investigations were carried out for the site on 18.06.2025 by NCSCM scientists. The NCSCM has sent the draft report to MCZMA. The officials of NCSCM explained that, the field visit revealed a change in the HTL along the Creekside of Survey Nos. 16, 17, 18 and mangrove patches were also observed along the creek side.


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The Authority in 180th meeting observed that the report of the NCSCM needs to be site specific and it should incorporate the detailed reasoning & justification for the change in CRZ areas. The NCSCM officials agreed to submit the revised report in the matter.

Now, NCSCM Chennai vide letter dated 26.03.2026 submitted that the NCSCM has examined the proposal in accordance with para 7 of Annexure -IV of the CRZ Notification, 2019 based on the latest satellite imagery, ground truthing and the available supporting documents. The NCSCM has submitted draft report along the revised / rectified draft CZMP maps for further necessary action in the matter. As per NCSCM report,

The change in area of CRZ categories within the site-specific study area of approved CZMP and revised draft CZMP of Map No. MH 70 as per CRZ Notification, 2019 is given in the Table No. 1.

Table 1: CRZ categories of approved CZMP Map No. MH 70 within the Site-specific Study area (50m around the proposed site for HTL correction) Vs revised draft prepared as per CRZ Notification, 2019.

Approved CZMP		Revised Draft CZMP	
CRZ Categories (Area in sq. m)		CRZ Categories (Area in sq. m)	
CRZ - IA (Mangroves)	-	CRZ - IA (Mangroves)	625.00
CRZ - IB	6354.99	CRZ - IB	2349.96
No Development Zone	14351.04	No Development Zone	5258.19

The field mapping for the HTL, LTL, and ESAs was completed based on the field visit conducted on 18-02-2025 and 20-01-2026, to modify the approved CZMP as per CRZ Notification, 2019 for the site-specific area and part of the survey numbers 16, 17, and 18.

The field visit revealed a change in the HTL along the Creekside of Survey Nos. 16, 17, 18 and mangrove patches were also observed along the creek side. The present report is prepared with detailed reasoning and justification for the change in CRZ area at village Kacharepada (Khopta), Uran District, Maharashtra which falls on approved CZMP Map No. MH 70. As per CRZ Notification, 2019 the maximum CRZ buffer area occupies from the HTL of the River/Creek/Nala is 50m. Hence, to prepare the site-specific report a buffer of 50 m from the proposed site for HTL correction is provided and considered as study area, because the site is


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located inland and adjacent to the tidal influenced creek/nala and away from the sea. In addition to a buffer of 50m from the proposed site for HTL correction, additional 35 to 45m extended the boundary (Northern side) for the edgematching of HTL.

The change in HTL and ESAs are mainly due to the anthropogenic activities such as destruction of bunds or sluice gates and land reclamation, etc which impacted the surrounding areas after 2012, caused the change in High Tide Line and encroachment of mangroves into the canal/creek

The change of HTL, ESAs, etc within the site-specific study area is mapped and prepared a site-specific map as well as revised the approved CZMP prepared as per CRZ Notification, 2019 and attached as the revised draft CZMP map along with corresponding revised draft land use map."

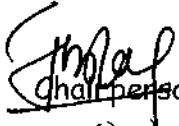
The Authority asked PP to submit information on bund existing prior to 1991 from Kharland Dept. PP submitted letter dated 26.07.2024 from Kharland Dept as per which a field survey of the said site has been conducted by office and the following has been observed. Villagers have informed that a bund has been in existence since before 1990 along the drain passing through the village of Kacharepada, Taluka Uran, District Raigad. The bund protects the local agricultural land from salt water and currently the villagers and farmers are using the bund as a road to reach the farmland. The tidal water is not observed since the field side of the bund is situated at higher level.

The NCSCM has submitted the revised/rectified draft CZMP Map No. MH 70 (Sheet No. E 43 H 1 /SW) and the corresponding draft revised Land Use map.

The Authority noted that as per para 1 CRZ Notification, 2019 amended on 26.11.2021:

"(a) the HTL means the line on the land upto which the highest water line reaches during the spring tide as demarcated by the National Centre for Sustainable Coastal Management (NCSCM) in accordance with the laid down procedures and made available to various coastal States and Union territories; (b) in case there exists a bund or a sluice gate constructed prior to the date of notification issued vide S.O. 114(E) dated 19th February, 1991, the HTL shall be restricted up to the line long along the bund or the sluice gate, however, in such a case, area under mangroves arising due to saline water ingress beyond the bund or sluice gate shall be


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classified as CRZ-IA irrespective of the extent of the area beyond the bund or sluice gate and such areas under mangroves shall be protected and shall not be diverted for any developmental activities."

The Authority noted that the as para 7 of the Annexure IV of the CRZ Notification, 2019,

"7. Revision of Coastal Zone Management Plans:

- (i) Whenever there is a doubt, the concerned State or Union territory Coastal Zone Management Authority shall refer the matter to the National Centre for Sustainable Coastal Management who shall verify the CZMP based on latest satellite imagery and ground truthing.*
- (ii) If required, the rectified map shall be submitted to Ministry of Environment, Forest and Climate Change for consideration."*

The Authority observed that as para 7 of the Annexure IV of the CRZ Notification, 2019 the revised/rectified draft CZMP Map Nos. MH 70 (Sheet No. E 43 H 1 /SW) shall be submitted to Ministry of Environment, Forest and Climate Change for consideration as suggested by NCSCM Chennai.

Decision:

In the light of above, the Authority after detailed discussion and deliberation, considering the report of the NCSCM, the Authority decided to recommend the matter for the revision of the CZMP Map Nos. MH 70 (Sheet No. E 43 H 1 /SW) to MoEF&CC, New Delhi for consideration, in accordance with provision of the CRZ Notification, 2019.



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Shgirpersa

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Item No. 26: Request for revision in Coastal Zone Management Plan (CZMP) 2019 for Mahul, Mumbai by BPCL

The Authority noted that, the matter was earlier considered in 180th, 190th & 193rd meeting of MCZMA held on 10-12.12.2024, 07.11.2025 & 19.01.2026. As per decision taken in the 193rd meeting, the MCZMA vide letter dated 03.02.2026 the matter was already recommended to MoEF&CC, New Delhi for revision of the CZMP Map Nos. MH 72, 73, 75 and 76 for consideration in accordance with the provision of the CRZ Notification, 2019. The Authority decided to communicate the same to MoEF&CC, New Delhi.


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Table Item No. 1: Proposal for development of Nature Interpretation Centre on Floating Jetty and Mangrove Ecotourism on Plot bearing Survey no. 33, Village JuveJaitapur Taluka Rajapur, District Ratnagiri by Divisional Forest Office, Chiplun

Introduction:

The Divisional Forest officials along with consultant presented the proposal before the Authority. The DFO has proposed development of Nature Interpretation Centre on Floating Jetty and Mangrove Ecotourism on Plot bearing Survey no. 33, Village JuveJaitapur Taluka Rajapur, District Ratnagiri. Total area of the project is 167.5sqm. The proposed NIC consist of ground + first floor on floating jetty.

Consultant presented that, the proposed Nature Interpretation Centre is help to Ecotourism fosters environmental awareness and educates visitors about conservation efforts. Ecotourism can help conserve natural resources and raise awareness of environmental values. Ecotourism can boost the economy and increase the economic competence of natural areas.

Proposed project site falls under CRZ IB & CRZ IVB as per Clause 5.1.2 (ii) and 5.4 (ii) of CRZ Notification 2019.

Deliberation:

The Authority noted that the PP has submitted the CRZ map in 1:4000 scale prepared by the IRS, Chennai, as per which, the project site is situated in CRZ IB & CRZ IVB area. The classification as per the said map & report is as follows:

CRZ classification	Area (in sq.ft)
CRZ I B	746.34
CRZ IV B	1053.66
Total	1800.00

The PP has submitted the EIA report prepared by the Aqura Enviro Projects Pvt. Ltd(Nabet Accredited Consultant). The Authority noted the


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observations, anticipated impacts and mitigation measures proposed in the EIA report. Consultant presented observations of the EIA report is as follows-

Sr. No.	Attribute	Activity	Construction Phase			Mitigation Measures
			Impacts Without EMP			
			Impact	Duration	Extent	
1	Land Environment	Oil leakage from machinery	Negative	Short Term	Low	Regular maintenance of equipment; drip trays used during refuelling
		Storage of construction materials	Negative	Short Term	Low	Materials stored in designated areas with bunding to prevent spillage
		Solid waste from workers	Negative	Short Term	Low	Segregation into biodegradable/non-biodegradable waste; disposal via authorized municipal agency
2	Air, Noise and Vibration	Transportation of materials & equipment	Negative	Short Term	Low	Vehicles covered with tarpaulin; water sprinkling on access roads
		Diesel generator emissions	Negative	Short Term	Low	Use of low-emission DG sets; PUC-certified equipment only
		Pile anchoring / mooring installation	Negative	Short Term	Low	Use low-impact installation methods where feasible
		Turbidity due to anchoring / installation	Negative	Short Term	Moderate	Work during low current; use silt curtains to control turbidity
3	Water	Oil/fuel spills from boats & machinery	Negative	Short Term	Moderate	Spill kits onboard; no refueling near water body
		Disposal of construction debris	Negative	Short Term	Low	Strict prohibition of dumping in water; waste collected and disposed on land
		Sewage from workers	Negative	Short Term	Low	Provision of portable toilets; no discharge into sea/creek
		Surface runoff carrying sediments	Negative	Short Term	Low	Temporary drainage and silt traps provided
		Increased turbidity affecting aquatic life	Negative	Short Term	Moderate	Controlled construction schedule; silt curtains
4	Ecological	Noise disturbance to fish	Negative	Short Term	Low	Avoid high-noise activities during

Sr. No.	Attribute	Activity	Construction Phase			Mitigation Measures
			Impacts Without EMP			
			Impact	Duration	Extent	
1	Environment (Flora/Fauna)					breeding seasons
		Dust impact on nearby vegetation	Negative	Short Term	Low	Water sprinkling; covering materials
		Accidental waste discharge	Negative	Short Term	Low	Strict site supervision; waste management plan
		Worker accidents (marine + construction risks)	Negative	Short Term	Moderate	PPE (life jackets, helmets); safety training; emergency response plan
5	Socio-Economic Environment	Temporary disturbance to fishing activities	Negative	Short Term	Moderate	Inform local fishermen; restrict work zones; signage in local language
		Local job generation	Positive	Short Term	Low	Preference to local workforce
		Obstruction to boat movement	Negative	Short Term	Moderate	Install navigation markers and warning buoys
		Movement of construction vehicles	Negative	Short Term	Low	Traffic management plan; scheduling transport during off-peak hours

The Authority noted that the proposed activity is permissible as per para 5.1.2 (CRZ-IB) of CRZ Notification, 2019:

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

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


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- (a) foreshore facilities like ports, harbors, Jetties, wharves, quays, slipway, bridges, hover ports for coast guard, sea links, etc;
- (c) road on stilts, provided that such roads shall not be authorized for permitting development on the landward side of such roads, till the existing High Tide Line: Provided that the use of reclaimed land may be permitted only for public utilities such as mass rapid or multimodal transit system, construction and installation of all necessary associated public utilities and infrastructure to operate such transit or transport system including those for electrical or electronic signaling system, transit stopover of permitted designs; except for any industrial operation, repair or maintenance;"

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

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

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

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

"All development activities or projects in CRZ-I and CRZ-IV areas, which are regulated or permissible as per this notification, shall be dealt with by Ministry of Environment, Forest and Climate Change for CRZ clearance, based on the recommendation of the concerned Coastal Zone Management Authority with the following exceptions namely- Stand alone jetties, salt works, Slipways, Temporary structures and Erosion control measures (like bunds, seawall, Gryones, Breakwaters, Submerged reef, sand nourishment etc) which shall be dealt by concerned Coastal Zone Management Authority"

DECISION:


In the light of above, the Authority after detailed discussion and deliberation decided to grant the clearance from CRZ point of view, 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. Proposed activities should be with minimum interference with tidal water flow, so that free flow of tidal water is not obstructed.
3. Project proponent to ensure that Natural stream, creeklets and natural water bodies should not be disturbed.
4. Project proponent to ensure that Ecologically sensitive areas / Natural geo-morphological features like Mangrove, turtle breeding sites, sand dunes, if any should not be disturbed.
5. No cutting of the mangroves is allowed. DFO to strictly ensure the same
6. Prior High Court permission should be obtained by the PP as per High Court order dated Sep, 2018 in PIL 87/2006, if the project site falls within 50 m mangrove buffer zone.
7. No solid waste should be dumped indiscriminately in to the creeklet and CRZ area
8. Project proponent to obtain the NoC/ remarks from the Mangrove Cell.
9. During construction phase, the project implementing agency should proactively implement all possible appropriate environmental measures to achieve minimum disturbance to coastal ecosystem.
10. Debris generated during the construction activity should not be dumped in CRZ area. It should be ensured that debris is processed in a scientific manner at a designated site, as per MSW Rules, 2016.
11. Project proponent should implement Mitigation measures and Environment Management plan as stipulated in the EIA report, effectively and efficiently during construction and operational phase of the project to ensure that coastal environment is protected.
12. Solid / liquid waste management plan should be in place during construction and operation phase of the project.
13. All other required permissions from different statutory authorities should be obtained prior to commencement of work.


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Annexure I

List of members/officials present in the online meeting:

1. APCCF, Mangrove Cell, Member MCZMA
2. Shri Chandrakant Undage, DyCHE, MCGM, Member MCZMA
3. Shri. Mirashe, representative Industries Dept, Member MCZMA
4. Dr. Anish Andheria, Wildlife Conservation Trust, Member MCZMA
5. Dr. Amit Bansiwai, NEERI, Expert Member, MCZMA
6. Dr. L. R. Ranganath, CWPRS, Expert Member, MCZMA
7. Dr. Milind Sardesai, SavitribaiPhule Pune University, Expert Member,
MCZMA
8. Dr. Abhay Pimparkar, Director, Environment & CC and Member Secretary,
MCZMA



Member Secretary



Chairperson