

**Minutes of the 192<sup>nd</sup> Meeting (Day 1) of Maharashtra Coastal Zone Management Authority (MCZMA) held on 20<sup>th</sup> December, 2025**

The 192<sup>nd</sup> meeting (Day 1) 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 20<sup>th</sup> December, 2025. List of members present in the meeting is attached as Annexure-I.

**Item No.1:** Proposed construction of a jetty-cum-platform, sloping ramps, and extension of the existing jetty at Madh Koliwada, Mumbai Suburban, Maharashtra by Public Works Department

**INTRODUCTION**

The PWD officials along with consultant presented the proposal before the Authority. The proposal is for construction of a jetty-cum-platform, sloping ramps, and extension of the existing jetty at Madh Koliwada, Mumbai Suburban.

At Madh Koliwada, the fishermen's society has requested the widening of the approach road and sloping ramps to accommodate the increasing number and larger size of fishing vessels. This improvement is essential to facilitate smoother unloading of fish catches and support the community's daily fishing operations. The approach road and sloping ramps are situated within a tidal zone. Hence, needs protection from waves.

The proposed Construction of approach ramp & sloping ramps is about 120 m long and the width of the road is approx. 4 m & extension of existing jetty is about 60 m long and the width is approx. 10 m. This proposal also includes the extension of the existing jetty (FDP 240 m x 30 m), extension of the existing ramp (40 m x 10 m), construction of a new ramp (60 m x 10 m), and an additional extension of the existing jetty by 60 m x 10 m1.

Consultant presented that the project site falls in CRZ IB and IV area which is permissible as per para 5.1.2 and 5.4 of the CRZ Notification, 2019.

**DELIBERATIONS:**

The Authority noted the CRZ map in 1:4000 scale prepared by the IRS, Chennai, as per which, as per which, the CRZ category of the project activities are as follows-

  
Member Secretary

  
Chairperson

**Minutes of the 192<sup>nd</sup> Meeting (Day 1) of Maharashtra Coastal Zone Management Authority (MCZMA) held on 20<sup>th</sup> December, 2025**

Project Activity	CRZ category	Area (Sqm)
Proposed Jetty cum platform	CRZ IB	495.42
Proposed extension of existing jetties	CRZ IVA	333.53
	CRZ IB	14380.14
Proposed Ramps	CRZ IB	1011.26
<b>Total</b>		<b>16220.39</b>

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

The EIA report states that, as the fishermen of Madh village are facing an acute shortage of operational space for their daily fishing activities, it is proposed to construction of approach ramp to platform & extension of two existing jetties and construction of two ramp adjacent to the existing ramps, extending towards the sea-side direction. Additionally, the removal of rocky outcrops in the basin area is also proposed to prevent potential collisions of fishing boats with submerged rocks, thereby ensuring safer and more efficient navigation and berthing operations.

The Authority noted that the proposed work involves construction of approach ramp to platform & extension of two existing jetties and construction of two ramp. EIA report states that, the proposed project will have negligible impact on marine diversity like Planktons, Benthos, etc. during construction phase. Such affect, if any will be temporary & reversible. No adverse impact envisaged on biotic biodiversity during operation phase

The proposal was earlier deliberated in 190<sup>th</sup> meeting of the MCZMA held on 7.11.2025 wherein the Expert Members asked the consultant whether the proposed activities, especially proposed platform involve reclamation and whether EIA report covers this aspect. Consultant clarified that, certain reclamation will be undertaken for the platform and it would be incorporated in the EIA report. Authority asked the PP & Consultant to add a chapter in the EIA report about the area of reclamation along with its justification and its impact & mitigation measures. Consultant agreed to submit the same.

Accordingly, the consultant submitted the EIA report incorporating a separate and dedicated Chapter 12 on the proposed reclamation and its justification along with a detailed assessment of its environmental impacts and the proposed mitigation measures.

  
Member Secretary

  
Chairperson

**Minutes of the 192<sup>nd</sup> Meeting (Day 1) of Maharashtra Coastal Zone Management Authority (MCZMA) held on 20<sup>th</sup> December, 2025**

As per the said details in EIA report, reclamation activity at Madh involves filling and levelling of a designated coastal stretch adjoining the proposed jetty site. Based on preliminary design data, the area to be reclaimed is approximately 14300 sq.m depending on the requirement on site conditions. The proposed reclamation site is located in a coastal area characterized by rocky outcrops and an exposed intertidal zone. The area is characterized by tidal fluctuations and low-lying patches that remain submerged during high tides. Reclamation shall be executed firstly by providing rubble filling of trap / granite/quartzite gneiss stones for foundation including filling voids with sand and grit, secondly filling in plinth and floors with contractors material procured from outside and approved by engineer on site (such as dredged sand, rubble, or approved earth material) in controlled layers of 15 cm to 20 cm. The final reclamation level will be maintained approximately 2.5 -2.9 metres above the HHTL, ensuring safety against tidal inundation and providing adequate ground clearance for jetty operations.

Proposed reclamation activity for creating filling for the construction of the jetty at Madh involves physical alteration of the intertidal area, use of earth and sand fill materials, and associated construction operations such as transport, machinery movement, and compaction. While the reclamation will be confined to a small, defined area, it may temporarily or locally affect certain environmental components.

Mitigation measures include- Reclamation footprint already reduced to the bare minimum required for jetty stability. Use of clean, angular rock armour with varied sizes and crevices to promote rapid natural re-colonisation by barnacles, oysters etc. immediately after construction. Vertical and sloping surfaces of the new jetty and reclaimed area will be textured/designed to function as new rocky intertidal habitat, effectively compensating the lost area within the project footprint itself. Pre-construction manual collection and relocation of oysters, large barnacle clusters to adjacent rocky shores during low tide (one-time activity, 2-3 days). Temporary geotextile bunds/silt curtains during rock placement. Sequential filling to avoid sudden release of fines.

EIA report states that, Jetty piles and armour rocks will provide new surfaces for oyster and mussel growth, increasing harvestable area for the Koli community in the medium term. Provision of safe boat berthing will reduce risk to fishermen, indirectly supporting livelihood. The proposed reclamation of approx. 14,300 m<sup>2</sup> intertidal rocky area, without any dredging, will cause only localized, temporary and fully reversible impact on coastal ecology. The abundant and widely distributed intertidal species affected have high resilience and rapid re-

  
Member Secretary

  
Chairperson

*Minutes of the 192<sup>nd</sup> Meeting (Day 1) of Maharashtra Coastal Zone Management Authority (MCZMA) held on 20<sup>th</sup> December, 2025*

colonisation ability. The new jetty structures will themselves create equivalent or superior rocky intertidal habitat within 1-2 years, resulting in no net loss and possible net ecological gain for sessile marine life and the local Koli fishing community.

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

Project Activity	CRZ category	Permissibility as per CRZ Notification, 2019
Proposed Jetty cum platform	CRZ IB	5.1.2(i) (a)
Proposed extension of existing jetties	CRZ IVA	5.4(ii)(a)
	CRZ IB	5.1.2(i) (a)
Proposed Ramps	CRZ IB	5.1.2(i) (a)

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

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

*Stand alone jetties, salt works, Slipways, Temporary structures and Erosion control measures (like bunds, seawall, 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 from time to time.

  
Member Secretary

  
Chairperson

**Minutes of the 192<sup>nd</sup> Meeting (Day 1) of Maharashtra Coastal Zone Management Authority (MCZMA) held on 20<sup>th</sup> December, 2025**

2. PWD to ensure that eco concrete should be used for the structure facing the sea water/ marine environment.
3. Mitigation measures as suggested in the EIA report for the required reclamation for the project activities should be implemented, to promote rapid natural re-colonisation by barnacles, oysters etc. immediately after construction.
4. Proposed jetty-cum-platform, sloping ramps, and extension of the existing jetty should be with minimum interference with tidal water flow, so that free flow of tidal water is not obstructed.
5. PWD to ensure that Natural stream, creeklets and natural water bodies should not be disturbed.
6. PWD to ensure that Ecologically sensitive areas / Natural geo-morphological features like Mangrove, turtle breeding sites, sand dunes, if any should not be disturbed.
7. During construction phase, the project implementing agency should proactively implement all possible appropriate environmental measures to achieve minimum disturbance to coastal ecosystem.
8. 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.
9. 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.
10. Site preparation and site restoration in CRZ area should be undertaken without damaging the coastal-geomorphologic features.
11. Solid / liquid waste management plan should be in place during construction and operation phase of the project.
12. Project proponent should implement Mitigation measures and Environment Management plan & Disaster Management Plan as suggested in the EIA report, effectively and efficiently to ensure that coastal environment is protected.
13. All other required permissions from different statutory authorities should be obtained prior to commencement of work.

  
Member Secretary

  
Chairperson

**Minutes of the 192<sup>nd</sup> Meeting (Day 1) of Maharashtra Coastal Zone Management Authority (MCZMA) held on 20<sup>th</sup> December, 2025**

**Item No.2:** **Proposed Construction of Six Ramps and Allied Works at Shivajinagar Interchange of MTHL at Gavhan Village, Taluka Panvel, District- Raigad, Maharashtra by MMRDA**

**INTRODUCTION**

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

The Mumbai Trans Harbour Link, officially named the Atal Bihari Vajpayee Sewri-Nhava Sheva Atal Setu, was developed to improve regional connectivity between South Mumbai and Navi Mumbai, easing pressure on existing north-south transport corridors. As part of this project, the Shivajinagar Interchange in Raigad District is planned to facilitate onward connectivity from MTHL to the Navi Mumbai International Airport through the upcoming CIDCO Coastal Road. However, at the time of MTHL's commissioning in January 2024, the Coastal Road was not developed. With CIDCO now advancing the construction of the Coastal Road, the Shivajinagar Connector has become essential to bridge this gap and complete the intended linkage. The proposed connector, comprising ramps and allied works, will enable smooth and direct traffic movement between MTHL, NMIA and other key nodes in Navi Mumbai, thereby reducing congestion, improving travel efficiency, and strengthening east- west connectivity across the Mumbai Metropolitan Region

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

All six ramps are designed to connect the existing MTHL alignment with the proposed Coastal Road, with a toll plaza provided on each ramp to regulate

  
Member Secretary

  
Chairperson

**Minutes of the 192<sup>nd</sup> Meeting (Day 1) of Maharashtra Coastal Zone Management Authority (MCZMA) held on 20<sup>th</sup> December, 2025**

vehicular movement. The project covers an area of approximately 3.5 hectares and consists of 32 structural modules, each 75 m long, designed as three 25 m I-girder spans. These spans will be supported on 1.0 m diameter bored cast-in-situ piles with sufficient socketing into the underlying rock to ensure long-term structural strength and stability

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

**DELIBERATION:**

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

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

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

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

The project does not involve any permanent change in land cover and land use; therefore, no major impact is anticipated on land use and land cover. The project entails the construction of six ramps and allied works supported by pillars within the mangrove area, designed to seamlessly connect with the coastal road.

  
Member Secretary

  
Chairperson

**Minutes of the 192<sup>nd</sup> Meeting (Day 1) of Maharashtra Coastal Zone Management Authority (MCZMA) held on 20<sup>th</sup> December, 2025**

The soil in this area is predominantly clayey and as the site lacks topsoil, no significant impacts are anticipated during the construction or operation phases.

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

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

**DECISION:**

In the light of above, the Authority after deliberation decided that the PP need to submit the details of impact on mangroves on ground verification by the mangrove cell. Accordingly, the matter was deferred.

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Member Secretary

  
Chairperson

**Minutes of the 192<sup>nd</sup> Meeting (Day 1) of Maharashtra Coastal Zone Management Authority (MCZMA) held on 20<sup>th</sup> December, 2025**

**Item No.3:** Proposed construction of Retaining Wall at Kongaon, Kalyan, Thane, Maharashtra by Harbour Engineer, Harbour Engineering Division (N) Government of Maharashtra

**INTRODUCTION**

The PWD officials along with consultant presented the proposal before the Authority. The proposal is for construction of Retaining Wall at Kongaon, Kalyan, Thane.

PWD officials presented that, the convergence of the Ulhas River with the Arabian Sea creates a critical vulnerability to tidal surges and cyclonic events. During these natural disasters, the village bears the brunt of inundation, leading to severe damage to homes, farmlands and infrastructure. The impact is often devastating, leaving the local residents displaced and their livelihoods destroyed. Hence, in order to protect the area, the PWD has proposed the construction of Retaining Wall at Kongaon, Kalyan, Thane.

Retaining wall design include Soling in foundation, expansion joint and weep holes m20 PCC backfilling with granular hard murum filling, NP2 pipe of 900 mm diameter

The Length of the proposed retaining wall is 962.16 meter which falls under CRZ-III (NDZ) as per approved CZMP of CRZ Notification, 2019.

**DELIBERATION:**

The PP has submitted the CRZ map in 1:4000 scale prepared by the IRS, Chennai as per which the site falls in CRZ III (NDZ) area.

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

As per the EIA report, the village kongaon is situated in kalyan taluka of thane district. Residents do cultivation near the shore land of creek. The has been experiencing erosion due to aggressive sea for last several years. Due to continuous erosion, shoreline has moved inside by a distance of 50 m.

  
Member Secretary

  
Chairperson

**Minutes of the 192<sup>nd</sup> Meeting (Day 1) of Maharashtra Coastal Zone Management Authority (MCZMA) held on 20<sup>th</sup> December, 2025**

The construction of retaining wall at kongaon, kalyan, Thane is a pressing need to protect the village from higher tide water and safeguard the inhabitants during cyclones. The construction of a flood protection retaining wall in kongaon village locate along the creek of Ulhas River, is an urgent necessity to safeguard the community from recurring flood related disasters. This village is situated at the confluence of Ulhas River and the Arabian Sea, faces severe flooding during cyclones and high tides, resulting in extensive property damage and injuries to the local population. Kongaon village is prone to heavy flooding due to its geographical location. The frequent flooding has dire consequences for the livelihoods of the residents, especially those dependent on agriculture and local businesses. The damage to crops and infrastructure disrupts the local economy, perpetuating a cycle of poverty and dependency on aid. The long-term benefits of this project extend beyond flood prevention. It enhances the resilience of Kongaon village, enabling the community to withstand climate related challenges effectively. This in turn boosts the overall well-being.

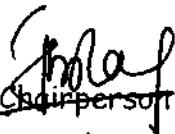
The EIA report further states that excavation activity is not involved during the proposed anti-sea erosion measures accordingly there are no negative impacts on soil profile. Proposed activity is a part of erosion control measures as a retaining wall at Kongaon. Overall activity will be having significant impacts on soil profile to stop coastal soil erosion. Minor excavation will be done for construction of PCC wall. There are no trees and mangroves in the proposed construction site therefore no impact's on biological environment. During construction period there must be taken precautions for marine habitats while storage and transportation of raw material. Raw material and equipment must be used away from marine habitats whenever work in progress.

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

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

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

  
Member Secretary

  
Chairperson

**Minutes of the 192<sup>nd</sup> Meeting (Day 1) of Maharashtra Coastal Zone Management Authority (MCZMA) held on 20<sup>th</sup> December, 2025**

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

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

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

**DECISION:**

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

1. The concerned planning authority shall ensure that the proposed construction should be carried out strictly as per the provisions of CRZ Notification, 2019 (as amended from time to time) and guidelines/ clarifications given by MoEF&CC from time to time.
2. PWD to ensure that Natural stream, creeklets and natural water bodies should not be disturbed and reclaimed while implementing the coastal protection works.
3. PWD to ensure that Natural geo-morphological features like sand dune, turtle breeding sites, if any should not be disturbed.
4. Debris generated during the project activity should not be dumped in CRZ area. It should be processed scientifically at a designated place.
5. PWD to implement recommendations of the EIA / EMP report for mitigation of environment impacts.
6. All other required permission from different statutory authorities should be obtained

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Member Secretary

  
Chairperson

*Minutes of the 192<sup>nd</sup> Meeting (Day 1) of Maharashtra Coastal Zone Management Authority (MCZMA) held on 20<sup>th</sup> December, 2025*

**Item No. 4:** 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 Mumbai Port, Mumbai by Mumbai Port Authority (MbPA)

## **INTRODUCTION**

The Mumbai Port Authority officials along with consultant presented the proposal before the Authority. 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.

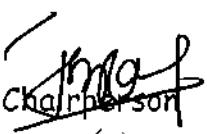
The main objective of the yacht marina project is to offer a safe and easily accessible facility for yacht owners to dock and store their vessels. The marina will be equipped with key services, including yacht maintenance, fuel supply, access to various amenities, and protection against harsh weather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

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

  
Member Secretary

  
Chairperson

**Minutes of the 192<sup>nd</sup> Meeting (Day 1) of Maharashtra Coastal Zone Management Authority (MCZMA) held on 20<sup>th</sup> December, 2025**

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 x 10m & 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-**

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

  
Member Secretary

  
Chairperson

*Minutes of the 192<sup>nd</sup> Meeting (Day 1) of Maharashtra Coastal Zone Management Authority (MCZMA) held on 20<sup>th</sup> December, 2025*

- 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 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.



Member Secretary

  
Chairperson

Minutes of the 192<sup>nd</sup> Meeting (Day 1) of Maharashtra Coastal Zone Management Authority (MCZMA) held on 20<sup>th</sup> December, 2025

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

Sr	Name of Activity (Onshore)	Type of Activity	Config.	BUA (m <sup>2</sup> )	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
5	NAMO Bharat International 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	Port related activity within port	G+1	4073	Storage

Member Secretary

2

Chairperson

Minutes of the 192<sup>nd</sup> Meeting (Day 1) of Maharashtra Coastal Zone Management Authority (MCZMA) held on 20<sup>th</sup> December, 2025

	land)				
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 (On previous reclaimed land)	port related activity	Ground	770	Waste 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	

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Minutes of the 192<sup>nd</sup> Meeting (Day 1) of Maharashtra Coastal Zone Management Authority (MCZMA) held on 20<sup>th</sup> December, 2025

	Overall width of deck - 11.250 m	Width of carriage way - 5.0 m	
2.	<b>Pile type breakwater</b>		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	$150 \times 2 = 300$ m	
	Width of the deck	4.8 m	
	Width of pathway/carriageway over the BW	3.5 m	
3.	<b>Boat Ramp (on piles)</b>		Slipway
	Length of ramp	54 m	
	Width of ramp	21 m	
4.	<b>Floating installations - berthing and walking pontoons</b>		waterfront
5.	<b>Gangway platforms</b>		waterfront
	dimensions	10m x 10m	
	Nos.	Phase-1 = 05 Phase-2 = 01	
6.	<b>Steel guide piles</b>		Waterfront Activity
	No of piles	Phase 1 - 265 Phase 2 - 113	
	Diameter of piles	860 mm	
7.	<b>Service Platform on piles</b>		waterfront Activity
	Dimension of Platform -	27.625 m x 25.00 m	
	Maximum height above deck level	8.4 m	
8.	<b>Maintenance dredging of Marina Basin</b>		Maintenance and clearing of waterway, channels
	Area (m <sup>2</sup> )	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

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Minutes of the 192<sup>nd</sup> Meeting (Day 1) of Maharashtra Coastal Zone Management Authority (MCZMA) held on 20<sup>th</sup> December, 2025

DELIBERATION:

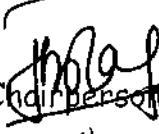
The Authority noted that the PP has submitted the CRZ map in 1:4000 scale prepared by the IRS, Chennai, as per which the proposed project of Marina falls at Mumbai Port and proposed activities falls in CRZ II and CRZ IV area. Details are as follows-

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	

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

  
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Minutes of the 192<sup>nd</sup> Meeting (Day 1) of Maharashtra Coastal Zone Management Authority (MCZMA) held on 20<sup>th</sup> December, 2025

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 m<sup>2</sup> is proposed to be provided within the project site. The landscape area shall be divided into two zones of 3370 m<sup>2</sup> and 4700 m<sup>2</sup> 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
- 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

  
Member Secretary

  
Chairperson

Minutes of the 192<sup>nd</sup> Meeting (Day 1) of Maharashtra Coastal Zone Management Authority (MCZMA) held on 20<sup>th</sup> December, 2025

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

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.

  
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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
- 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.

92

Member Secretary

  
Chairperson

## 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 m<sup>3</sup> and silt or muck from the offshore dredging amounting upto 2,00,000 m<sup>3</sup>, 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 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 predesignated 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



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Chairperson

Minutes of the 192<sup>nd</sup> Meeting (Day 1) of Maharashtra Coastal Zone Management Authority (MCZMA) held on 20<sup>th</sup> December, 2025

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-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 m<sup>2</sup> of area has been earmarked for management of waste generated 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 (Mpa) 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, Jawahar Dweep (Butcher Island), Pir Pau Jetty, Nhava ONGC

Member Secretary

9

  
Member Secretary

Minutes of the 192<sup>nd</sup> Meeting (Day 1) of Maharashtra Coastal Zone Management Authority (MCZMA) held on 20<sup>th</sup> December, 2025

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.

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)

Member Secretary

2

Chairperson

Minutes of the 192<sup>nd</sup> Meeting (Day 1) of Maharashtra Coastal Zone Management Authority (MCZMA) held on 20<sup>th</sup> December, 2025

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)
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)
	STP (On previous reclaimed land)	Facility for treating and discharging treated sewage	CRZ - IV A	5.4 - (vii)
9	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	Construction	CRZ - II	5.2 - (ii)

Member Secretary

2

Chairperson

Minutes of the 192<sup>nd</sup> Meeting (Day 1) of Maharashtra Coastal Zone Management Authority (MCZMA) held on 20<sup>th</sup> December, 2025

	(10 m height) (On previous reclaimed land)	n for Security	Landward side of existing road within existing port limits	
		Construction for Security	Landward side of existing road within existing port limits	5.4 - (ii) (b)

List of proposed Offshore activities and the permissibility 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			
2.	Pile type breakwater		Breakwater	CRZ- IV A	5.4 - (iii)
	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			
3.	Boat Ramp (on piles)		Slipway	CRZ- IV A	5.4 - (iii)
	Length of ramp	54 m			
	Width of ramp	21 m			
4.	Floating installations - berthing		waterfront	CRZ-	5.4 - (iii)

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Minutes of the 192<sup>nd</sup> Meeting (Day 1) of Maharashtra Coastal Zone Management Authority (MCZMA) held on 20<sup>th</sup> December, 2025

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

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

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

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Member Secretary

Minutes of the 192<sup>nd</sup> Meeting (Day 1) of Maharashtra Coastal Zone Management Authority (MCZMA) held on 20<sup>th</sup> December, 2025

DECISION:

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

1. The proposed project should be carried out strictly as per the provisions of CRZ Notification, 2019 (as amended from time to time) and guidelines/ clarifications given by MoEF from time to time.
2. 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
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.

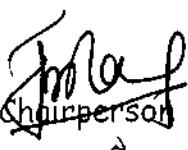
62  
Member Secretary

  
Chairperson

Minutes of the 192<sup>nd</sup> Meeting (Day 1) of Maharashtra Coastal Zone Management Authority (MCZMA) held on 20<sup>th</sup> December, 2025

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-geomorphic 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.

  
Member Secretary

  
Chairperson

**Minutes of the 192<sup>nd</sup> Meeting (Day 1) of Maharashtra Coastal Zone Management Authority (MCZMA) held on 20<sup>th</sup> December, 2025**

**Item No.5:** Proposed development of container theme oceanarium exhibit building on land bearing s.no. 46/1/A/1, at village Alibaug, in Alibaug Municipal Council Area, Tal- Alibaug, Dist- Raigad by Alibaug Municipal Council.

**INTRODUCTION**

The Chief Officer, Alibaug Municipal Council along with Consultant presented the proposal before the Authority. The proposal is for development of container theme oceanarium exhibit building on land bearing s.no. 46/1/A/1, at village Alibaug, in Alibaug Municipal Council Area, Tal- Alibaug, Dist- Raigad by Alibaug Municipal Council.

The Plot area is 2767.07 Sqm and total construction area is 1656.38 Sqm. The land falls in Public and semi public use.

**DELIBERATION:**

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

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 proposed construction in CRZ II area on landward side of existing road is permissible subject to local town and country planning regulations as applicable from time to time and it is within the limit of permissible FSI as per Town and Country planning regulations existed as on 18<sup>th</sup> January, 2019. The concerned planning authority should strictly ensure the same.

  
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*Minutes of the 192<sup>nd</sup> Meeting (Day 1) of Maharashtra Coastal Zone Management Authority (MCZMA) held on 20<sup>th</sup> December, 2025*

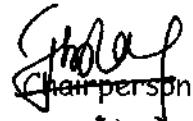
**DECISION:**

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

1. The concerned Planning Authority shall ensure that the proposed construction should be carried out strictly as per the provisions of CRZ Notification, 2019 (as amended from time to time) and guidelines/clarifications given by MoEF&CC from time to time.
2. The concerned Planning Authority should strictly ensure that proposed development is subject to local town and country planning regulations as applicable from time to time and it is within the limit of permissible FSI as per Town and Country planning regulations existed as on 18<sup>th</sup> January, 2019 before issuing commencement certificate to the project.
3. 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 concerned Planning Authority.



Member Secretary



Chairperson

**Minutes of the 192<sup>nd</sup> Meeting (Day 1) of Maharashtra Coastal Zone Management Authority (MCZMA) held on 20<sup>th</sup> December, 2025**

**Item No. 6:** Proposed construction of 100 Bedded Sub District Hospital at Taluka Uran, District Raigad by PWD, Alibag

**INTRODUCTION**

Chief Officer, Uran Municipal Council officer presented the proposal before the Authority. The proposal is for construction of 100 Bedded Sub District Hospital at Dronagiri Node of Uran, Taluka Uran, District Raigad.

The project is spread over a land area of 1.48 acres (approximately 64,408 sq. ft.), designed meticulously to cater to all healthcare necessities. Required administrative approval. The Plot area is 5983.67 Sqm and FSI is 11967.34 Sqm.

PWD officials presented that, the project site is partly in 50 m mangrove buffer zone area and partly outside CRZ area, as per approved CZMP, 2019 and construction of the hospital building is proposed beyond CRZ area.

**DELIBERATIONS:**

The Authority noted that the PP has submitted the CRZ map in 1:4000 scale prepared by the IRS, Chennai, as per which, project site falls partly in CRZ IA (50 m mangrove buffer zone area) and partly outside CRZ area. Recreational open space is in 50 m mangrove buffer zone area. The matter was earlier deliberated in 190<sup>th</sup> meeting of the MCZMA held on 7.11.2025 wherein the Authority noted that the information filled by the applicant in the project detail information is incorrect. As per directions, the PWD resubmitted the application with correct details.

During the meeting, the PP presented that no construction is proposed in 50 meter mangrove buffer zone, except approach road to hospital. Mangrove Cell officials submitted that a report from the mangrove cell needs to be asked whether the approach road is passing through mangroves or tis 50 m buffer zone area.

**DECISION:**

In the light of above, the Authority after deliberation decided to defer the matter for submission of the mangrove cell report in the matter

  
Member Secretary

  
Chairperson

*Minutes of the 192<sup>nd</sup> Meeting (Day 1) of Maharashtra Coastal Zone Management Authority (MCZMA) held on 20<sup>th</sup> December, 2025*

Item No. 7: Proposed vertical expansion and alteration of the existing Krishani Residential Bungalow Plot No. 2, bearing C.T.S. No. 818 of village Juhu, situated at New India C.H.S. Ltd., E.W. Road No. 2, J.V.P.D. Scheme, Juhu, Vile Parle (W), Mumbai by Shri. Nitan Chhatwal.

**INTRODUCTION**

The Project proponent along with consultant presented the proposal before the Authority. The proposal is for vertical expansion and alteration of the existing Krishani Residential Bungalow Plot No. 2, bearing C.T.S. No. 818 of village Juhu, situated at New India C.H.S. Ltd., E.W. Road No. 2, J.V.P.D. Scheme, Juhu, Vile Parle (W), Mumbai

There is earlier CRZ Noc dated 8th July 2005 for redevelopment of building on subject Plot. The existing Krishani Bungalow has basement, ground + 2 floors having built up area of 1144.85 sq.m (gross construction area 1815.42 sqm.) and plot area of 1222.41 sq.m.

The proposed project is for vertical expansion of existing bungalow by addition of two floors (3rd and 4th mezzanine floor) and alteration of existing structure. As per D P Remarks of 2034, the plot under reference is situated in Residential zone.

Plot area is 1222.41 Sqm. Total Construction area is 2815.42 Sqm (FSI- 2015.97 Sqm + Non FSI is 799.45 Sqm)

**Deliberations:**

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

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

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

  
Member Secretary

  
Chairperson

**Minutes of the 192<sup>nd</sup> Meeting (Day 1) of Maharashtra Coastal Zone Management Authority (MCZMA) held on 20<sup>th</sup> December, 2025**

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

**DECISION:**

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

1. The concerned Planning Authority shall ensure that the proposed construction should be carried out strictly as per the provisions of CRZ Notification, 2019 (as amended from time to time) and guidelines/ clarifications given by MoEF&CC from time to time.
2. The concerned Planning Authority should strictly ensure that proposed construction is subject to local town and country planning regulations as applicable from time to time and it is within the limit of permissible FSI as per Town and Country planning regulations existed as on 18<sup>th</sup> January, 2019 before issuing commencement certificate to the project.
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. PP to explore the option of installation of the STP for treatment of the wastewater.
6. PP to ensure that competent Authority certify the structure stability while proposing vertical additional constructions on existing building
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.

Member Secretary

  
Chairperson

*Minutes of the 192<sup>nd</sup> Meeting (Day 1) of Maharashtra Coastal Zone Management Authority (MCZMA) held on 20<sup>th</sup> December, 2025*

  
Member Secretary

  
Chairperson

**Minutes of the 192<sup>nd</sup> Meeting (Day 1) of Maharashtra Coastal Zone Management Authority (MCZMA) held on 20<sup>th</sup> December, 2025**

**Item No.8:** Proposed addition/alteration in existing residential building on plot bearing C.T.S. No. 1040 T.P.S III F.P. No. 30-B Juhu Village Juhu Road, Santacruz (W), Mumbai by M/s Millenium Estates Private Limited

**INTRODUCTION**

The Project proponent along with consultant presented the proposal before the Authority. The proposal is for addition/alteration in existing residential building on plot bearing C.T.S. No. 1040 T.P.S III F.P. No. 30-B Juhu Village Juhu Road, Santacruz (W), Mumbai.

The proposal is to add two additional residential floors above existing Basement + Ground Floor + 4 Upper Floors residential cum commercial building, with height of the building of 16.38 mtr., up to terrace level. The building has full O.C plans u/no: CE/7179/WS/AK dated 23.01.2007.

The building configuration after addition of two floors will be Basement + Ground Floor + 1st to 6th Upper Floors residential cum commercial building, with the height of the building of 23.17 mtrs., upto terrace level.

Now Architect has proposed single tenements per wing i.e. 2 flats per floor, i.e. total 4 no. of residential flats, on two proposed floors, in addition to some minor alteration in the Ground and First Floor of existing building.

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

Plot area is 4782.63 Sqm, Total Construction area (Existing + Proposed): 5148.23 + 1353.76 = 6,501.99 sq. mtrs.

**Deliberations:**

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

Consultant presented that, the project plot is on the seaward side of the Juhu Tara Road, but the proposed addition/alterations is proposed on the landward site of existing authorized structure. The road reflects in the Final and

  
Member Secretary

  
Chairperson

**Minutes of the 192<sup>nd</sup> Meeting (Day 1) of Maharashtra Coastal Zone Management Authority (MCZMA) held on 20<sup>th</sup> December, 2025**

Approved CZMP (CRZ Notification 2019) of the area. The proposed addition/alterations have been proposed on the existing building, which is on the landward side of the Existing authorized structure or Bungalow (Ground floor + 1st Upper Floor structure) on seaward side.

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

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

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

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

**DECISION:**

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

1. The concerned Planning Authority shall ensure that the proposed construction should be carried out strictly as per the provisions of CRZ Notification, 2019 (as amended from time to time) and guidelines/ clarifications given by MoEF&CC from time to time.
2. The concerned Planning Authority should strictly ensure that proposed construction is subject to local town and country planning regulations as applicable from time to time and it is within the limit of permissible FSI as per Town and Country planning regulations existed as on 18<sup>th</sup> January, 2019 before issuing commencement certificate to the project.



Member Secretary

  
Chairperson

*Minutes of the 192<sup>nd</sup> Meeting (Day 1) of Maharashtra Coastal Zone Management Authority (MCZMA) held on 20<sup>th</sup> December, 2025*

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. PP to explore the option of installation of the STP for treatment of the wastewater.
6. PP to ensure that competent Authority certify the structure stability while proposing additional constructions on existing building
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.

  
Member Secretary

  
Chairperson

Minutes of the 192<sup>nd</sup> Meeting (Day 1) of Maharashtra Coastal Zone Management Authority (MCZMA) held on 20<sup>th</sup> December, 2025

Item No. 9: Proposed development of All-weather Multi Cargo Greenfield Deepwater port at Murbe, District Palghar, Maharashtra by M/s. JSW Murbe Port Private Limited

### INTRODUCTION

The Project proponent along with consultant presented the proposal before the Authority. The development of All-weather Multi Cargo Greenfield Deepwater port at Murbe, District Palghar, Maharashtra.

JSW Infrastructure Limited (JSWIL), a subsidiary company of JSW Group has received a Letter of Intent (LOI) from Maharashtra Maritime Board (MMB) for development of an All-Weather, Greenfield, Multi-cargo, Deepwater Port at Murbe, Palghar Dist, Maharashtra on the West Coast of India.

The proposed project involves development of an All-Weather, Greenfield, Multi-cargo, Deepwater Port at Murbe, Palghar Dist, Maharashtra by JSW Murbe Port Pvt. Ltd. The proposed port is envisaged to handle captive cargo of JSW group and also handle opportunity cargo from hinterland industries. The proposed port will serve the needs of the hinterland comprising of Maharashtra Industrial Development Corporation Area (MIDC), Tarapur Industrial Area (TIA), Vapi & Valsad Industrial Area (VIA) and other industrial & business hubs in the proximity.

The port shall be designed to handle about 134.07 MTPA various solid and liquid cargos, viz. Bulk, Break Bulk, Container, Automobile, Project cargo and Liquid Cargos, etc. The proposed cargo will be handled in 16 berths (2 bulk berths, 2 multipurpose berths, 9 container berths, 3 liquid cargo berths) and 2 berth for port crafts/tugs. The proposed port will be protected by 2 breakwaters (10 km south breakwater and 1.3 km offshore north breakwater). The approach to the south breakwater on the intertidal area of about 200-250m from shore will be on stilts to allow free flow of tidal water.

Approach channel of the port will be 9 km long with a width of 270 m. There will be provision of two turning circles with diameter of 650 m and 700 m respectively. The approach channel, turning circle and berth pockets will be dredged to -17.5 m & -19.8 m CD respectively to accommodate Capesize vessels at the port. The total capital dredging quantity estimated as 31 million cum.

  
Member Secretary

  
Chairperson

**Minutes of the 192<sup>nd</sup> Meeting (Day 1) of Maharashtra Coastal Zone Management Authority (MCZMA) held on 20<sup>th</sup> December, 2025**

For the proposed port, approximately 1065 acres land will be developed through reclamation for foreshore facilities for cargo handing along with auxiliary facilities. Apart from this, 280 acres of land will be required for bulk cargo storage outside the port premises, and 190 acres land for the connectivity corridor of road, rail and pipeline, etc. The proposed port will be connected to the DFC at control station near south of Umroli station through this dedicated connectivity corridor with a distance of about 13 km. This connectivity corridor will also pass through the cargo storage area, proposed at a distance of about 6.5 km from the port for seamless cargo evacuation.

The Port infrastructure will also include quay walls, warehouses, etc. It also has foreshore facilities for cargo handling including conveyors, handling equipment, liquid tank farms, bunkering facilities, silos, roads, railway connection with rail merry-go-round. Additional facilities include greenbelt, port buildings (administrative, operational, electrical, and maintenance units), gate complex, fire-fighting system, utility services, and other related structures.

The port will require a daily water supply of 670 KLD (for dust suppression, greenbelt/gardening, domestic water consumption, fire-fighting system, etc.). The power requirement for the port will be 45 MVA which will be sourced from Maharashtra State Electricity Board (MSEB). The project is expected to generate around 2600 jobs (2000 jobs during construction and 600 during operation phase). Further indirect employment opportunities are expected due to the anticipated increase after the port development.

Consultant presented that The project is located in CRZ IA, CRZ IB, CRZ IIIA, CRZ IVA and CRZ IVB area as per approved CZMP 2019 and construction of port and allied activities are permissible as per provisions of 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, project activities falling in various categories of CRZ area is as follows-

  
Member Secretary

  
Chairperson

Minutes of the 192<sup>nd</sup> Meeting (Day 1) of Maharashtra Coastal Zone Management Authority (MCZMA) held on 20<sup>th</sup> December, 2025

Sl. No.	Proposed Project Activities	CRZ IA (Mangroves)	CRZ IA (50m Mangrove Buffer Zone)	CRZ IB (Intertidal Zone)	Area in m <sup>2</sup>			
					No Development Zone	CRZ II A (50m to 500m from HTL)	CRZ II A (Upto 12 NM)	CRZ IV B (River/ Creek)
1	Approach Channel	-	-	-	-	-	1911808	-
2	Approach Trestle	-	-	-	-	-	19926.09	-
3	Belt Conveyor	831.94	1201	47900.36	19061.33	1674.98	33648.48	231.89
4	Buildings	-	-	-	-	-	62428.83	-
5	Bulk Yard (Manual)	-	-	17718.29	28156.17	-	-	-
6	Bulk Yard (Mechanized)	-	-	159058.58	52771.43	-	-	-
7	Cargo Berths	-	-	-	-	-	130680.5	-
8	Container Yard	-	-	-	-	-	717655.2	-
9	Fore Shore Facility for Cargo Handling	-	-	-	-	-	475192.2	-
10	Green Belt	203.68	1645.08	308254.96	110280.8	-	577940	-
11	Liquid Berth	-	-	-	-	-	9698.91	-
12	LNG Berth	-	-	-	-	-	4008.32	-
13	LNG Facility	-	-	-	-	-	210086.5	-
14	LNG Pipeline	-	-	-	-	-	57588.55	-
15	LPG Berth	-	-	-	-	-	48027.91	-
16	LPG Pipeline	-	-	-	-	-	42432.6	-
17	LPG Tank Farm	-	-	-	-	-	79725.36	-
18	Multipurpose Berths	-	-	-	-	-	39836.74	-
19	North Breakwater (1300m)	-	-	-	-	-	104214	-
20	POL Pipeline	849.09	3668.81	12870.73	2797.77	4839.13	71061.85	634.29
21	Port Craft Berth	-	-	-	-	-	53153.59	-
22	Road	1011.19	12351.64	38005.7	8395.01	14287.77	304461.9	1886
23	South Breakwater (10000m)	607.98	12532.78	71409.35	4226.19	5965.61	926305.1	-
24	Tank Farm	-	-	18814.32	15591.99	-	-	-
25	Truck Parking	-	-	-	-	-	51285.95	-
26	Turning Circle 650 DIA	-	-	-	-	-	324832.7	-
27	Turning Circle 700 DIA	-	-	-	-	-	376711.6	-
28	Cold Water Out Fall	-	-	-	-	-	9113.20	-

Sl. No.	Proposed Project Activities	CRZ IA (Mangroves)	CRZ IA (50m Mangrove Buffer Zone)	CRZ IB (Intertidal Zone)	Length in m			
					No Development Zone	CRZ II A (50m to 500m from HTL)	CRZ II A (Upto 12 NM)	CRZ IV B (River/ Creek)
1	Rail Corridor	611.44	852.92	2568.69	311.74	965.88	19408.92	127.15

Member Secretary

*Shobha*  
Chairperson

**Minutes of the 192<sup>nd</sup> Meeting (Day 1) of Maharashtra Coastal Zone Management Authority (MCZMA) held on 20<sup>th</sup> December, 2025**

The PP has submitted the EIA report for the project, prepared by the M/s Building Environment India Pvt Ltd (Nabet accredited). Certain observations of the EIA report is stated as below-

**1. Alternative analysis**

The EIA report mentions that primary consideration in selecting a harbour location is to capitalize on conditions that provide adequate water depths nearshore, accessibility for evacuation by road and rail and favourable navigational conditions. All the potential sites exhibit a 10-meter contour at around 4-5 kilometers and a 20-meter contour at approximately 10 to 12 kilometers and are evaluated based on three main criteria: habitation, connectivity, and environmental concerns. In order to evaluate further to determine optimal location, analysis using Multi-Criteria Matrix Analysis (MCM) has been carried out. This MCM prepared covering various parameters ranging from access, water area, depth, coastal morphology, environmental impact, capital, and maintenance costs etc which have been evaluated.

One of the most critical factor of maintenance dredging is minimal at Alewadi and Murbe, while Virar Creek requires maximum dredging, which would not only increase operational costs but also lead to higher ecological disturbance over time. Additionally, harbour tranquility, essential for safe docking and efficient cargo operations, is high at both Alewadi and Murbe, but poor at Virar Creek, indicating exposure to wave action or tidal variations. From an environmental impact perspective, Murbe scores more. It is rated as having low environmental sensitivity, making it the most suitable location in terms of minimizing ecological disruption. Alewadi carries a moderate environmental sensitivity, while Virar Creek is identified as a highly sensitive zone likely due to its proximity to mangroves, estuarine ecosystems, or urban pressure, which would complicate clearances and create long-term sustainability concerns.

**2. Impact of project on surrounding coastal biodiversity-**

Consultant presented that EIA report has covered that aspect as per which, Proposed project is located in coastal area at Murbe near the mouth of Banganga river in Palghar district. Coastal area of the region is lined up with sandy beaches, estuarine creeks. Mangrove habitation can be seen in Murbe Khadi, Banganga Estuary, Tarapur creek. There are cultivations of Areca nut and Coconut. Agriculture is practiced in the surrounding areas mostly during the monsoon period. The predominant crop is paddy. The hill slopes are vegetated with forest areas, mostly of the mixed deciduous

  
Member Secretary

  
Chairperson

Minutes of the 192<sup>nd</sup> Meeting (Day 1) of Maharashtra Coastal Zone Management Authority (MCZMA) held on 20<sup>th</sup> December, 2025

types. In monsoon, the seasonal herbs and grasses grow at all conceivable places. The slopes of all hillocks and hills as well as open plains and plateaus are abundant with growth of annual herbs, grasses and ground cover of algae/bryophytes, which last only during the four monsoon months and dry up after that. Study location EB1 is about 180 m from the proposed road for the project towards south and almost 5 km from the proposed port area. The location is covered with vegetation with species like *Vallechia nilotica*, *Terminalia* sp., *Neem* sp., *Cactii* and other coastal shrubs. This vegetation is located on landward side with many agricultural fields in the surrounding. Birds like Brahminy kite, Red-whiskered bulbul, House sparrow, Common crow, Sunbird were observed at this location. Coastal forest vegetation play a crucial role in maintaining the health and stability of coastal ecology. This vegetation act as natural barriers against wind and water erosion. Their roots help to stabilize the soil and sand, preventing it from being washed away by waves and currents. During storms and cyclones, the vegetation absorb and dissipate the energy of strong winds and waves, reducing the impact on inland areas. This protection is vital for preventing loss of life and property damage in coastal communities. The study location EB2 is near proposed project site. It consists of a sandy beach near mouth of Banganga estuary. The beach stretch has a compound wall along the beach which appears stable but signs of erosion were visible towards the northern side stretch with anti-erosion bund stones scattered on the beach. The study location is characterized by loose, sandy substrates and are influenced by tidal movements and waves. This location is devoid of vegetation except for some shrubs, herbs cover and creepers observed in some patches on the beach but planted coconut and other trees behind the compound wall were observed closed to the beach, the vegetation mostly consisted of *Ipomoea pes-caprae*, *calotropis* sp. Bird species such as common sandpiper, pond heron was observed on site.

Study location EB3 is near aquaculture ponds near project corridor. This area is characterized by dense, low-growing vegetation adapted to coastal conditions, including. Vegetation like herbs dominated by *Malachra capitata*, *clerodendron*, grass and shrubs with creepers are observed in some patches. Bird species such as water hen, common sandpiper, pond heron was observed on site. The area has many aquaculture ponds. There are Coconut plantations near settlements in this site vicinity. Fish farming is carried out by local fishermen community in vicinity

  
Member Secretary

  
Chairperson

**Minutes of the 192<sup>nd</sup> Meeting (Day 1) of Maharashtra Coastal Zone Management Authority (MCZMA) held on 20<sup>th</sup> December, 2025**

Study location EB4 is near creek channel near Umroli-Dapoli road. These areas with tidal creeks, are characterized by waterlogged soils, high salinity and unique plant and animal communities adapted to these conditions. Grasses and reeds mainly belonging to *Cyperus* spp., *Fimbristylis* spp., *Ischaemum* sp., mostly along the banks mangroves like *Avicennia* sp, *Sonneratia* spp., *Rhizophora* sp. and *Acanthus ilicifolius* were observed in the waterlogged areas. Birds such as Red-wattled lapwing, Egret, Pond heron, Ashy prinia were observed in this location.

**3. Impact on mangroves**

Consultant presented that Project involves construction of 90 m wide connectivity corridor from port up to the dedicated freight corridor. It requires cutting of mangrove and non mangrove trees falling within corridor. About 1530 nos. of mangrove and 2830 nos. of non mangrove trees are required to be cut. The mangrove trees within corridor include *Avicennia marina*, *Acanthus ilicifolius*, *Bruguiera cylindrica*, *Sonneratia apetala*, *Kandelia candel*, *Sonneratia alba* and *Rhizophora mucronata*. The compensatory plantation shall be carried out in coordination with Mangrove cell of Maharashtra.

**4. Land acquisition**

The PP presented that, Land acquisition shall be carried out by the government as per existing guidelines of the state Government. Loss of land shall be compensated with appropriate monetary compensation as per applicable guidelines/framework for R&R. Land acquisition and compensation will be as per the Land Acquisition Act (LARR Act 2013) and Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Rules, 2015.

**5. Impact on fisheries/ Fishermen-**

The fish diversity data for the project was based on the information collected visiting the fish markets and information from the secondary sources including Dept. Of Fisheries, CMFRI and published research articles. Murbe is a fishing village opposite to Satpati which is the large

fishing village in west coast of Maharashtra. It is known as important pomfret landing centre. Mechanized sector, a major contributor to the fishery by mechanized gill-netters and dol netters, however, the study area does not include these sectors.

  
Member Secretary

  
Chairperson

**Minutes of the 192<sup>nd</sup> Meeting (Day 1) of Maharashtra Coastal Zone Management Authority (MCZMA) held on 20<sup>th</sup> December, 2025**

Consultant and PP presented that, CMFRI has been engaged for the detailed studies with respect impact on fisheries and fishermen.

**6. Public hearing**

Consultant presented that, Terms of Reference (ToR) have been granted by the EAC (Infra 1), MoEFCC vide file no. 10/16/2025-IA.III on 11.6.2025. The project requires to undergo public consultation and addressal of suggestions and objections of public if any. Accordingly a 30 days' advance public notice was published by Sub Regional Officer, Tarapur-2, Maharashtra Pollution Control Board. Public hearing was conducted on 6.10.2025. Minutes of the Public hearing are submitted by MPCB on dated 31.10.2025.

**7. Importance of project**

The EIA report states that, the proposed Greenfield deep-water port at Murbe in Palghar district, Maharashtra, is of strategic importance for strengthening India's maritime infrastructure, particularly on the west coast. With India handling 95% of its trade volume through ports and aiming to reach a cargo traffic target of 2,500 MTPA by 2024-25, there is an urgent need to expand port capacity. Maharashtra, despite its 720 km coastline, has only two major ports Mumbai Port and Jawaharlal Nehru Port (JNPT) with no major full-fledged port for over 230 km northward from Mumbai. This lack of infrastructure severely limits EXIM trade potential for the region's thriving industrial hubs, including MIDC, Tarapore, and Vapi. The Murbe port will fill this gap, enhancing regional logistics efficiency, reducing transportation costs, generating GST revenue for the state, and supporting the industrial and economic development of surrounding areas.

Additionally, this project aligns with the national vision of the Sagarmala Programme, which promotes port-led development through industrial

clusters and improved cargo handling capacity. It will also support decongestion at existing major ports such as JNPA and MPA, while offering a much-needed alternative for cargo evacuation. The Murbe port's proximity to the Dedicated Freight Corridor and strong connectivity to central and northern India gives it the potential to evolve into a major container hub. This is particularly critical given the high utilization and limited expansion scope at JNPT, which currently handles around 7 million TEUs. By addressing the demand-supply imbalance in Maharashtra's port

  
Member Secretary

  
Chairperson

**Minutes of the 192<sup>nd</sup> Meeting (Day 1) of Maharashtra Coastal Zone Management Authority (MCZMA) held on 20<sup>th</sup> December, 2025**

infrastructure, the Murbe port will serve as a vital link in unlocking economic growth, facilitating smoother trade flows, and ensuring balanced regional development

During the meeting, Expert Members asked about the study relating to nearshore wave conditions. Consultant presented that, Mathematical study on nearshore waves at the breakwater, channel, port basin area for offshore waves of 1 in 100 year return period has been conducted. Sedimentation study conducted to assess the possible siltation at the channel, manoeuvring and berthing areas. The study also indicated the annual erosion/ settlement quantum along the shore to provide mitigation measures for shore protection. Dumping site for the disposal of dredged material has been identified through model studies.

Expert Member asked about the disposal plan of dredged material. PP & Consultant presented that, dredged material is proposed to be used for reclamation purpose and a small amount of dredge spoil shall be disposed at an offshore location

Expert Member further deliberated on the impact on the project on mangroves and observed that PP need to submit the mangrove cell report in order to understand determine the impact on the mangroves by ground survey.

Expert Members observed that Murbe being the fishing village as stated in the EIA report, CMFRI report with respect to fisheries & fishermen needs to be submitted.

Expert Members further observed that marine Biodiversity report has been prepared by the college, instead of reputed expert institute. The PP presented that, MoU has been done with the National Institute of Oceanography (NIO) for the same, however, response of NIO is slow. The Authority suggested that PP could have engaged other reputed institute for preparation of marine biodiversity report.

Considering the EIA report and deliberations during the meeting, expert Members observed that the PP needs to submit the followings:

- 1) Report of the mangrove Cell with respect to impact on the mangroves by ground survey.

  
Member Secretary

  
Chairperson

*Minutes of the 192<sup>nd</sup> Meeting (Day 1) of Maharashtra Coastal Zone Management Authority (MCZMA) held on 20<sup>th</sup> December, 2025*

- 2) Report / summary of CMFRI pertaining to impact on fisheries/ fishermen
- 3) Whether the private land belongs to proposed port. Status of acquisition of private land
- 4) Marine Biodiversity report from the reputed competent Institute

**DECISION:**

In the light of above, the Authority after deliberation decided to defer the matter for submission of above said information by the PP

  
Member Secretary

  
Chairperson

*Minutes of the 192<sup>nd</sup> Meeting (Day 1) of Maharashtra Coastal Zone Management Authority (MCZMA) held on 20<sup>th</sup> December, 2025*

Item No. 10: Proposed Expansion & Amendment at Plot Bearing C.T.S No. 999 (Pt) At Village Worli, Mumbai by Sugee Developers Pvt. Ltd

INTRODUCTION:

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

Consultant presented that, the proposal is a redevelopment project under MHADA 33 (5) scheme at Plot Bearing C.T.S No. 999 (Pt) At Village Worli, Mumbai. Earlier, the project was received MCZMA recommendation dated 1st October 2020. Environment Clearance dated 26/05/2023 is received from SEIAA for Total Built Up Area of 36,957.39 sq.m

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

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

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

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

Plot area is 3201.00 Sqm, FSI area is 12963.11 sqm, Non FSI area is 31763.54 sqm, Total Construction area is 44726.65 Sqm

Deliberations:

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

  
Member Secretary

  
Chairperson

**Minutes of the 192<sup>nd</sup> Meeting (Day 1) of Maharashtra Coastal Zone Management Authority (MCZMA) held on 20<sup>th</sup> December, 2025**

The Authority noted that, MCZMA vide letter dated 01<sup>st</sup> October, 2020 issued recommendation from CRZ point of view under CRZ Notification, 2011 for BUA of 12962.26 sqm

The proposal was earlier deliberation in 190<sup>th</sup> meeting of the MCMZA held on 14.11.2025 wherein the Authority observed that PP need to submit comparative statement of the project stating details of earlier CRZ recommendation dated 01.10.2020, proposed project and current status of construction. PP need to submit Architect certificate regarding construction carried out on site is as per earlier CRZ recommendation dated 01.10.2020. Further, PP need to submit details of C & D waste disposal.

Accordingly, the PP vide letter dated 12.11.225 submitted the compliance in the matter.

**1. Comparative statement is as follows-**

Sr. No	Description	As per MCZM2 letter CRZ2019/C8221/T C4 dated 1 <sup>st</sup> October 2020	Proposed Amendment & Expansion	Remark
1	Permissible Base FSI as per Reg. 33(5) of DCPR 2034	9603.00 Sq.mt.	9603.00 Sq.mt.	No Change
2	Permissible Fungible Area as per Reg. 31(3) of DCPR 2034	3361.05 Sq. mt.	3361.05 Sq. mt.	No Change
3	Proposed Base FSI as per Reg. 33(5) of DCPR 2034	9601.74 Sq.mt.	9602.36 Sq.mt.	Area increased by 0.62 sq.mt.
4	Proposed Fungible Area as per Reg. 31(3) of DCPR 2034	3360.52 Sq. mt.	3360.75 Sq. mt.	Area increased by 0.23 Sq.mt.
5	Gross BUA (FSI)	12962.26 Sq. mt.	12963.11 Sq.mt.	Total increase of 0.85 Sq.mt.
6	Non FSI Area	23995.13 Sq. mt.	31763.54 Sq. mt.	Podium floors added hence area increased by 7968.85 Sq.mt.
7	Total Area (5+6 above)	36957.39 Sq. mt.	44,726.65 Sq. mt.	Overall Area increased by 7931.70 Sq. mt.

  
Member Secretary

  
Chairperson

**Minutes of the 192<sup>nd</sup> Meeting (Day 1) of Maharashtra Coastal Zone Management Authority (MCZMA) held on 20<sup>th</sup> December, 2025**

**2. Details of status of construction is as follows-**

Details for Status of Construction at Site						
Sr. No	Building Description	Building Configuration	FSI with Fungible Area Constructed	NON FSI Area Constructed	Total Area Constructed	Remarks
01	Rehab	2 Basements + Gr & Part Stilt + 2 podiums + service floor + 1 <sup>st</sup> to 23 <sup>rd</sup> upper residential floors	5490.88 Sq.Mt.	8635.00 Sq.Mt.	14125.88 Sq.Mt.	22 <sup>nd</sup> floor is completed.
02	Sale	2 Basements + Gr & Part Stilt + Mezzanine + 1 <sup>st</sup> to 12 <sup>th</sup> parking podium floors + service floor + 13 <sup>th</sup> Amenity floor + 14 <sup>th</sup> to 33 <sup>rd</sup> upper residential floors	NA	NA	NA	2 Basements completed of which construction area is computed in Rehab building.
<b>TOTAL CONSTRUCTED AREA</b>			<b>5490.88 Sq.Mt.</b>	<b>8635.00 Sq.Mt.</b>	<b>14125.88 Sq.Mt.</b>	

- PP submitted the documents relating to disposal of C&D waste and assured that C&D was generated during ongoing work will continue to be handled and disposed off strictly as per approved waste management plan and BMC/SWM guidelines.

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

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

As per Para 7(iv) of the CRZ Notification, 2019:

"Projects or activities which attract the provisions of this notification as also the provisions of EIA notification, 2006 number S.O. 1533(E), dated the 14th September, 2006, shall be dealt with for a composite Environmental and CRZ clearance under EIA Notification, 2006 by the concerned approving Authority, based on recommendations of the concerned Coastal Zone Management

2

Member Secretary

  
Chairperson

**Minutes of the 192<sup>nd</sup> Meeting (Day 1) of Maharashtra Coastal Zone Management Authority (MCZMA) held on 20<sup>th</sup> December, 2025**

Authority, as per delegations i.e., State Environmental Impact Assessment Authority (hereinafter referred to as the SEIAA) for category 'B' projects."

**DECISION:**

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

1. The concerned Planning Authority shall ensure that the proposed construction should be carried out strictly as per the provisions of CRZ Notification, 2019 (as amended from time to time) and guidelines/ clarifications given by MoEF&CC from time to time.
2. The concerned Planning Authority should strictly ensure that proposed construction in CRZ-II is subject to local town and country planning regulations as applicable from time to time and it is within the limit of permissible FSI as per Town and Country planning regulations existed as on 18<sup>th</sup> January, 2019 before issuing commencement certificate to the project.
3. PP to obtain the Environment clearance under EIA Notification, 2006 since total construction area exceeds 20,000 Sqm.
4. PP to implement environment measures such as rainwater harvesting, solar lighting, STP, OWC etc.
5. Debris generated during the project activity should not be dumped in CRZ area. It should be processed scientifically at a designated place.
6. Solid waste generated should be properly collected and segregated. Dry/ inert solid waste should be disposed of as per Solid waste Rules of 2016 to the approved site for land filling after recovering recyclable materials.
7. Safe disposal of the wastewater should be ensured.
8. All other required permission from different statutory authorities should be obtained before starting construction at the site shall be ensured by Urban Local Body.

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Member Secretary

  
Chairperson

**Minutes of the 192<sup>nd</sup> Meeting (Day 1) of Maharashtra Coastal Zone Management Authority (MCZMA) held on 20<sup>th</sup> December, 2025**

**Item No.11:** Proposed redevelopment of building on plot bearing CTS No. C/604 of Village Bandra at Perry Road, H/West Ward, Bandra (West), Mumbai by M/s Wayne Cecil Dlima

**INTRODUCTION:**

The project proponent along with consultant presented the proposal before the Authority. The proposal is for redevelopment of building on plot bearing CTS No. C/604 of Village Bandra at Perry Road, Bandra (West), H/West Ward, Mumbai.

Consultant presented that, existing Bungalow comprises of Ground + 1 upper Floor and existing Building comprises of Ground + 2 upper Floor are present on site under reference. Proposed redevelopment on site under reference will be carried out by demolishing the existing buildings. Proposed residential building comprises of 2nd Basement (Parking and Services) + 1st Basement (Parking) + Stilt/Ground Floor (Parking) + 1st Floor (Part Amenities - Fitness Centre, Society Of ice and Part Residential) + 2nd to 7th Residential Floor + 8th Floor (Part Terrace & Part Residential) + Terrace Floor

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

Plot area is 980.80 Sqm, FSI area is 2184.87 sqm, Non FSI area is 2299.63 Sqm, Total Construction area is 4484.50 Sqm

**DELIBERATIONS:**

The Authority in its 190<sup>th</sup> meeting asked PP to submit Mangrove Cell NOC and CRZ map in 1:4000 scale clearly showing the project site & CRZ areas for the project site.

Accordingly, the PP has submitted the mangrove cell maps as per which, the project site is beyond 50 m mangrove buffer zone area. Further, the PP has submitted the clear & legible CRZ map in 1:4000 scale as per which the site is in CRZ II area. The site under reference is situated on landward side of existing road, as per CRZ map.

The Authority noted that as per para 5.2 (iv) CRZ-II of the CRZ Notification, 2019, (iv) Reconstruction of authorized buildings shall be permitted,

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Member Secretary

  
Chairperson

**Minutes of the 192<sup>nd</sup> Meeting (Day 1) of Maharashtra Coastal Zone Management Authority (MCZMA) held on 20<sup>th</sup> December, 2025**

without change in present land use, subject to the local town and country planning regulations as applicable from time to time, and the norms for the Floor Space Index or Floor Area Ratio, prevailing as on the date of publication of this notification in the official Gazette.."

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

**DECISION:**

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

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

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Member Secretary

  
Chairperson

**Minutes of the 192<sup>nd</sup> Meeting (Day 1) of Maharashtra Coastal Zone Management Authority (MCZMA) held on 20<sup>th</sup> December, 2025**

**Item no.12:** Proposed temporary RMC Batching plant at CTS no. 3/3, Dahisar, Mumbai for Mumbai Coastal Road Project by Mr. Pranay Singh.

**INTRODUCTION**

The Project proponent along with consultant presented the proposal before the Authority. The proposal is for construction of temporary RMC Batching plant at CTS no. 3/3, Dahisar, Mumbai for Mumbai Coastal Road Project.

Consultant and PP presented that, the site partly falls in 50 m mangrove buffer zone and partly outside CRZ area and construction is proposed beyond 50 m mangrove buffer zone.

**DELIBERATION:**

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,

Sl.No.	CTS No.	CRZ - Classification	Area in Sq.m	Total Area in Sq.m	
1	03301	CRZ - IA (50m Mangroves Buffer Zone)	6341.21	10091.00	
		CRZ - II	1217.84		
		Outside CRZ	2531.98		
Sl.No.	CTS No.	CRZ - Classification	Area in Sq.m	Total Area in Sq.m	
2	03302	CRZ - IA (50m Mangroves Buffer Zone)	578.02	305.20	
		CRZ - III (NDZ within CRZ-II - Greater Mumbai)	28.52		
3	03303	Outside CRZ	48.66	5999.56	
		CRZ - IA (50m Mangroves Buffer Zone)	1584.56		
		CRZ - III (NDZ within CRZ-II - Greater Mumbai)	702.76	5999.56	
		Outside CRZ	3712.18		
			<b>Grand Total</b>	<b>16795.70</b>	
				<b>16795.70</b>	

The PP presented that the construction of temporary RMC Batching plant is proposed beyond 50 m mangrove buffer zone area.

Member Secretary



**Minutes of the 192<sup>nd</sup> Meeting (Day 1) of Maharashtra Coastal Zone Management Authority (MCZMA) held on 20<sup>th</sup> December, 2025**

The APCC mangrove Cell observed that the project sit is in the vicinity of the mangroves, hence, report from the mangrove cell needs will be required.

**DECISION:**

In the light of above, the Authority after deliberation decided to defer the matter for submission of mangrove cell report by the PP

  
Member Secretary

  
Chairperson

*Minutes of the 192<sup>nd</sup> Meeting (Day 1) of Maharashtra Coastal Zone Management Authority (MCZMA) held on 20<sup>th</sup> December, 2025*

Item No. 13: Proposed development of Anand Ashram CHS, on plot bearing CTS no -107 of Worli hill Estate Scheme No-58, C.S NO-52, of Worli R.G Thandani Marg Mumbai by M/s Sushanku Realty Private Limited

Project proponent is absent for the meeting. Hence, the matter was deferred.

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Member Secretary

  
Chairperson

Minutes of the 192<sup>nd</sup> Meeting (Day 1) of Maharashtra Coastal Zone Management Authority (MCZMA) held on 20<sup>th</sup> December, 2025

Item No. 14: Proposed Redevelopment at CTS NO. 792 under SR Scheme at Village Juhu Mumbai by Shri. Anju Chainroop Dugar

The Project proponent along with consultant presented the proposal before the Authority. The proposal is for redevelopment at CTS NO. 792 under SR Scheme at Village Juhu Mumbai.

Ownership of the land is with Ashoknagar Co operative Housing Society Limited; perpetual lease holders Mrs Anju C Dugar & Others. Currently there is an existing structure of G + 2 Floors which was constructed in year 1975. Existing structure proposed to be redeveloped

The proposal is for the construction of residential building 2B + Gr/St + 2P + 3rd to 14th Upper Floors on site under reference.

The total area of the plot is 1266.40 Sq.m. Total proposed construction area is 11,340.44 Sq.mt (5084.10 FSI + 6256.34 Sq.m NON FSI)

Plot is partly under CRZ II as per approved CZMP 2019. The area within CRZ II is 572.11 Sq.m and balance plot area 694.29 Sq.m is outside the CRZ area. The project is landward side of existing road (12.0 mt wide DP Road) which is abutting the west side boundary.

**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,

Sl.No.	CRZ- Classification	Area in Sq.m
1	CRZ - II	572.11
2	Outside CRZ	694.29
	<b>Total</b>	<b>1266.40</b>

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.."

  
Member Secretary

  
Chairperson

*Minutes of the 192<sup>nd</sup> Meeting (Day 1) of Maharashtra Coastal Zone Management Authority (MCZMA) held on 20<sup>th</sup> December, 2025*

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

**DECISION:**

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

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

  
Member Secretary

  
Chairperson

**Minutes of the 192<sup>nd</sup> Meeting (Day 1) of Maharashtra Coastal Zone Management Authority (MCZMA) held on 20<sup>th</sup> December, 2025**

**Item No.15:** Proposed redevelopment on Plot bearing CTS No. 859 & 561/5 of Juhu Village situated in K/W Ward under Reg. 33(11) of DCPR 2034 by M/s V Hotels Limited.

**INTRODUCTION**

The Project proponent along with consultant presented the proposal before the Authority. The proposal is for redevelopment on Plot bearing CTS No. 859 & 561/5 of Juhu Village situated in K/W Ward under Reg. 33(11) of DCPR 2034

There was a Basement + Ground + 6 Upper floor structure on site, which has been demolished on site.

The proposal is redevelopment wherein four building have been proposed as follows:-

1. Composite Building Sale Commercial Wing : Basement + Lower ground + Upper ground + 1st to 11th Upper floors C
2. Composite Building Sale Wing A & B : Basement + Lower ground + Upper ground & Podium + 1st to 13th Upper floors
3. Composite Building Sale Wing C, D & E: Basement + Lower ground + Upper ground & Podium + 1st to 14th Upper floors
4. Fitness Center : Basement+ Lower Gr+ Upper Gr & Podium

There is earlier CRZ recommendation dated 5.9.2024 from the MCZMA and EC dated 09.12.2024, based on which the work has started on site, i.e. for CTS No. 859.

Consultant presented that, construction carried out on site has been executed in accordance with the earlier CRZ NOC, Earlier EC and approvals granted by the local authority. The proposal is for expansion and amendment in earlier CRZ NOC, as there has been addition of new plot bearing CTS No. 561/5 of Village Juhu, Mumbai, in the project site.

Earlier plot area is 22,212.9 sqm and now the total plot area (including CTS No. 561/5) is 25,236.20 sqm. Now, as per amended proposal, the total construction area (FSI + Non FSI area) is 149416.97 sqm

**DELIBERATION:**

  
Member Secretary

  
Chairperson

**Minutes of the 192<sup>nd</sup> Meeting (Day 1) of Maharashtra Coastal Zone Management Authority (MCZMA) held on 20<sup>th</sup> December, 2025**

The Authority noted that the PP has submitted the CRZ map in 1:4000 scale and report of the IRS, Chennai. As per the IRS report-

Sl.No.	CTS.No	CRZ- Classification	Area in Sq.M
1	859	CRZ - II	22212.90
2	561/5	CRZ - III (NDZ - Within CRZ-II - Greater Mumbai)	1810.20
Total			24023.10

The Authority observed that, the total plot area mentioned in the IRS report is 24023.10 Sqm, whereas total plot area mentioned in the application form and presentation is 25,236.20 sqm. There is discrepancy in the plot area. Consultant clarified that, total plot area is 25,236.20 sqm. The Authority instructed the PP to submit the rectified IRS report & map with corrected plot area.

**DECISION:**

In the light of above, the Authority after deliberation decided to defer the proposal for submission of the CRZ map in 1:4000 scale and report mentioning the total plot area for the project, as stated above.

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Member Secretary

*J. M. Patel*  
Chairperson

**Minutes of the 192<sup>nd</sup> Meeting (Day 1) of Maharashtra Coastal Zone Management Authority (MCZMA) held on 20<sup>th</sup> December, 2025**

**Item No. 16:** Proposed Redevelopment of the Project site on Land Bearing F. P. No. 1214 by G/S Ward, Mahim Village, Mumbai, Maharashtra by M/s Standard Industries Limited (Formerly known as Standard Mills Company Ltd)

**INTRODUCTION**

The Project proponent along with consultant presented the proposal before the Authority. The proposal is for Redevelopment of the Project site on Land Bearing F. P. No. 1214 by G/S Ward, Mahim Village, Mumbai.

Existing building is having G + 6 floors which will be redeveloped. Proposed building will have 2B+G + 1st (Amenity floor) + 2nd to 18th Residential floors (69.99 m).

As per DP Remarks 2034 the plot under reference is situated in Residential zone. Plot area is 1,937.20 Sqm, FSI area is 10,460.46 sqm, Non FSI area is 5,432.19 Sqm.

**DELIBERATIONS:**

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

The site under reference is situated on seaward side of existing road. Consultant presented that the proposed building is on landward side of existing building.

During the meeting, Expert members observed that, the PP need to submit the followings:

- 1) Total plot potential to determine the applicability of the EIA Notification, 2006
- 2) Nos of tree to be cut and Tree Noc
- 3) Details of the STP proposed in the project

**DECISION:**

In the light of above, the Authority after deliberation decided to defer the proposal for submission of the above required information in the matter

  
Member Secretary

  
Chairperson

*Minutes of the 192<sup>nd</sup> Meeting (Day 1) of Maharashtra Coastal Zone Management Authority (MCZMA) held on 20<sup>th</sup> December, 2025*

Item No. 17: Regarding project on land bearing Survey no. 4, part CTS NO.8, part Bandra Survey No. 341 part CTS No. 629 at village Parighkhar - M/s Indian Film Combine Pvt Ltd - Maker Group

INTRODUCTION

The representatives of M/s Indian Film Combine Pvt Ltd along with consultant presented the matter before the Authority. Indian Film Combine Pvt Ltd had submitted a representation dated 25<sup>th</sup> April, 2022 and subsequent representation dated 26<sup>th</sup> June, 2024, 28<sup>th</sup> April, 2025 and 18<sup>th</sup> July, 2025 for reconsideration of the matter with respect to condition of obtaining the prior High Court permission for the project. Applicant seeks to delete the said condition of Hon'ble High Court permission which was imposed by the MCZMA in its 157<sup>th</sup> meeting held on 4<sup>th</sup> February, 2022, without hearing the applicant.

DELIBERATIONS:

The Authority noted the detailed background of the matter and earlier decisions taken by the MCZMA in the matter. With respect to complaints & Human Rights Commission matter, the MCZMA deliberated the subject matter in its 157<sup>th</sup> meeting held on 4<sup>th</sup> Feb, 2022. In the said meeting, the MCZMA noted that the project is ongoing and has earlier approval from CRZ point of view from the Urban Development Department. It was noted that at present, contempt petition (20/2018) is subjudiced in the matter. Considering the same, MCZMA in the said meeting decided that PP need to take prior High Court permission, since the area is within 50 m mangrove buffer area, as per report of the Mangrove Cell. Accordingly, the MCZMA vide letter dated 4<sup>th</sup> March, 2022 informed the same to M/s Indian Film Combine Pvt Ltd.

M/s Indian Film Combine Pvt Ltd had submitted a representation dated 25<sup>th</sup> April, 2022 for reconsideration of the matter with respect to Hon'ble High Court permission. Applicant seeks to delete the condition of Hon'ble High Court of Mumbai. Further, M/s Indian Film Combine Pvt Ltd vide letter dated 15<sup>th</sup> May, 2025 submitted its representation along with documents such as Bombay HC interim order 2005, July, 2015, September, 2015 & Judgement dated September 2018, SC order confirming Bombay HC July 2015 order and SC judgement dated Feb 2025.

  
Member Secretary

  
Chairperson

Minutes of the 192<sup>nd</sup> Meeting (Day 1) of Maharashtra Coastal Zone Management Authority (MCZMA) held on 20<sup>th</sup> December, 2025

M/s Indian Film Combine Pvt Ltd filed the WP No (L) 20106/2025 against the Director, Environment with respect to above said prior High Court permission for the project. Hon'ble High Court has disposed of the matter on 10<sup>th</sup> July, 2025 with a direction that respondent shall be given hearing in the matter before deciding their representation.

Subsequently, the Hon'ble NGT, Pune in the matter of OA No. 49/2024/WZ (Pratap Teli V/s The Secretary, Environment, Govt of Maharashtra & Ors) has passed an order dated 26.9.2025 which observed that- 56. "From the above, it is clear that the issue relating to the violation of norms concerning the mangrove buffer zone is pending before the MCZMA and that the direction to decide the representation has already been issued by the Bombay High Court. Therefore, we are hopeful that the said issue will be decided by the MCZMA, keeping in view, the plea of the respondent No. 5 noted above. Hence it would not be proper to decide issue No. III on merit at this stage".

At the end, the Hon'ble NGT disposed of the matter with final conclusion that-

"Having regard to the above analysis, we find that the applicant has failed to establish any violation of environment norms by the respondent No. 5. Therefore, no case for granting prayer for demolition of construction / structure or imposition of environment compensation is made out"

Meanwhile, following the Hon'ble High Court order dated 10<sup>th</sup> July, 2025 in WP No (L) 20106/2025, the MCZMA in its 186<sup>th</sup> meeting held on 1<sup>st</sup> August, 2025 granted the hearing to respondent (Representatives of M/s Indian Film Combine Pvt Ltd) to decide their representation which seeks to delete the above said condition of obtaining prior High court permission. After hearing, the Authority sought following additional information from the respondents-

- 1) All the permissions and approvals issued by the competent Authorities for the project
- 2) CRZ map in 1:4000 scale indicating project layout prepared by MoEF&CC authorized agency as per CRZ Notification, 1991, 2011 and 2019
- 3) Construction status with google timeline imageries indicating site under reference along with approval letters from the competent Authority
- 4) Report of the mangrove cell with respect to applicability & status of 50 m mangrove buffer zone in view of representation submitted by an applicant.



Member Secretary

  
Chairperson

Minutes of the 192<sup>nd</sup> Meeting (Day 1) of Maharashtra Coastal Zone Management Authority (MCZMA) held on 20<sup>th</sup> December, 2025

M/s Indian Film Combine (IFC) Pvt Ltd vide letter dated 28.11.2025 submitted the information to the MCZMA. Accordingly, the Authority in the present (192<sup>nd</sup>) meeting heard the respondents in the light of information provided in the matter.

Representatives of M/s IFC Pvt Ltd & Consultant presented that-

- Under a Government Resolution dated 15<sup>th</sup> April, 1971, the subject plot (admeasuring 80,800 Sqm) survey No. 341 part CTS No. 629 at village Parikhkhar, Bandra (E), Mumbai was leased to M/s IFC Pvt Ltd for the purpose of Drive in theatre & other amenities.
- Thereafter, plans with respect to the project were duly approved by Municipal Corporation for Greater Mumbai for construction of a drive-in-theatre and certain other amenities on the said Plot.
- On 23rd December 1977, the construction of the drive-in-theatre and certain other amenities was completed, and an Occupation Certificate ("OC") was issued by MCGM to IFC
- As part of this construction, a compound wall was also constructed all around the Land in 1977
- IFC was then operating the erstwhile Drive-in Theatre with certain other amenities on the said Plot, which theatre was operational from 1977 onwards up to 2003.
- Pursuant to and as permitted by the Notification for redevelopment of cinemas issued by the GOM on 10th March 1992, IFC was desirous of redeveloping the said drive-in-theatre by developing an integrated composite project comprising of a reduced capacity drive-in theatre, office buildings and a hospitality component *inter alia* comprising a hotel, and a hotel shopping building and applied to the GOM in 1999.
- Revenue and Forest Department, Government of Maharashtra, by Government Resolution dated 8th July 1999 permitted IFC to redevelop the project
- As per the CRZ Notification 1991 and the Coastal Zone Management Plan ("CZMP") dated 27th September 1996, the said plot of land was falling in CRZ-II area. On 6th August 1999, CRZ Clearance was granted by the State of Maharashtra for the said project as an integrated and composite project in accordance with the CRZ Notification 1991 and the applicable approved CZMP
- On 17th October 2003, the Government of Maharashtra once again clarified to IFC that there was no objection to develop said Plot in accordance with the CRZ Clearance dated 6th August 1999 issued to IFC as all development proposed for the said Project on the said plot was on the landward side of the existing authorised structure/ imaginary line.

  
Member Secretary

  
Chairperson

Minutes of the 192<sup>nd</sup> Meeting (Day 1) of Maharashtra Coastal Zone Management Authority (MCZMA) held on 20<sup>th</sup> December, 2025

- As per approved Coastal Zonal Management Plan (CZMP) of 2000 there is no 50 m. mangrove buffer zone applicable to the Project, and only a portion of the Project falls within 150 meters from HTL, which is in CRZ II Zone. Based on this, MMRDA approved IFC's plans and issued the necessary approvals and Commencement Certificates.

Consultant & representatives of M/s IFC Pvt Ltd further presented that, the CZMP under CRZ Notification, 2011 was approved in August, 2018. Mangrove Cell report states that there is compound wall surrounding the project site. No mangrove are present in the project site. On south side of the compound wall, certain portion of hotel building is currently situated in 50 m mangrove buffer zone. Consultant & representatives of M/s IFC Pvt Ltd submitted that, the Hotel building was alleged to be in 50 m mangrove buffer zone has got CC in 2010 and completed in nearly 2018 and hence retrospective application of 50 m buffer zone is not appropriate. They further pointed out the Hon'ble High Court order dated 29<sup>th</sup> July, 2015 and corrigendum Order dated 03rs September, 2015 in PIL 87/2006 and Hon'ble SC court order dated 25<sup>th</sup> Feb 2025 as per which, 50 m mangrove buffer zone is not applicable to the project.

After perusal of the information and after detailed deliberations, the Authority observed the followings-

- 1) The Subject land admeasuring 80,800 Sqm bearing Survey No. 341 part CTS No. 629 at village Parighkhar, Bandra (E), Mumbai was leased to M/s Indian Film Combine Pvt Ltd in the year 1971 by the Government of Maharashtra
- 2) On approval of the Govt, construction of the drive in theatre and certain other amenities was completed and occupation certificate was issued by the Municipal Corporation of Greater Mumbai on 23<sup>rd</sup> December, 1977. As part of the construction, a compound wall was also constructed al around the land in 1977. Drive in theatre was operational from 1977 to 2003.
- 3) Revenue and Forest Department, GoM by GR dated 8<sup>th</sup> July, 1999 permitted the IFC to redevelop an integrated and composite project on subject plot.
- 4) The Urban Development Department, GoM on 6<sup>th</sup> August, 1999 granted the CRZ permission for the redevelopment project, under CRZ Notification, 1991. At the relevant time, the plot was in CRZ II area, as per the approved CZMP under CRZ Notification 1991. There was no 50 meter mangrove buffer zone affecting the project site.

  
Member Secretary

  
Chairperson

*Minutes of the 192<sup>nd</sup> Meeting (Day 1) of Maharashtra Coastal Zone Management Authority (MCZMA) held on 20<sup>th</sup> December, 2025*

- 5) Following the CRZ permission, layout plan for the project was approved by the the Planning Authority, MMRDA granted the building permissions for the project starting from 2001 and since then, project was ongoing.
- 6) Decision of the MCZMA by letter dated 4<sup>th</sup> March, 2022, following the 157<sup>th</sup> meeting held on 4<sup>th</sup> February, 2022, is not a permission granted by the MCZMA on an application filed by the Applicant. Rather it is in response to complaint received in the matter and information available with the MCZMA at the relevant time.
- 7) When the project was granted the CRZ permission in 1999, the approved CZMP under CRZ Notification, 1991 was in force. Further, the Commencement Certificate (CC) for the Star Category Hotel Building (part of the larger project within the compound wall) was granted in 2010. From the Google image it is observed that, the construction of the Star category Hotel Building has started around 2013-2014 and nearing completion in around 2018. At this relevant time also, approved CZMP under CRZ Notification, 1991 was applicable, which showed the project site partly falls in CRZ II and partly outside CRZ area, which is clearly evident from the CRZ map in 1:4000 scale prepared by the IRS, Chennai considering the approved CZMP, 1991. Under this, project site was not affected by 50 m mangrove buffer zone
- 8) In the year 2022, when the construction was complete at the site, the MCZMA could not have put an *ex parte* condition for the project to obtain the prior High Court Permission.
- 9) The matter was before Hon'ble High Court of Mumbai, which directed MCZMA to review the matter by granting the hearing to the respondent and deciding their representations.
- 10) Additionally, the Hon'ble National Green Tribunal (NGT), Pune also reiterated the same and stated the matter shall be decided by the MCZMA, as directed by Hon'ble High Court, in view representation by M/s IFC Pvt Ltd. Hon'ble NGT concluded the matter with observation that complainant has failed to establish any violation of environmental norms.
- 11) The Authority noted that, as per the mangrove cell report, there is compound wall surrounding the project site. No mangrove are present in the project site. On south side of the compound wall, currently certain portion of hotel building is situated in 50 m mangrove buffer zone.
- 12) The Authority viewed that Hon'ble High Court has passed judgement dated 17<sup>th</sup> Sept, 2018 in PIL 87/2006, which has its foundation in the CRZ Notification, 2011 and consequently in CZMP and concept of the 50 m mangrove buffer zone mentioned in CRZ Notification. However, at the

  
Member Secretary

  
Chairperson

Minutes of the 192<sup>nd</sup> Meeting (Day 1) of Maharashtra Coastal Zone Management Authority (MCZMA) held on 20<sup>th</sup> December, 2025

same time, observations / findings as stated in 29<sup>th</sup> July, 2015 and 3<sup>rd</sup> September 2015 order in PIL 87/2006 needs to be taken into account, as the said order finds its review/ applicability in Hon'ble Supreme Court (SC) order dated 25<sup>th</sup> February, 2025 in Civil Appeal No. 3225/2025 and recent orders passed by Hon'ble High Court in other matters, wherein MCZMA has been directed to refer / go by the said HC order of 29<sup>th</sup> July, 2015.

13) The MCMZA views the Hon'ble SC order dated 25<sup>th</sup> Feb 2025 (Civil Appeal No. 3225/2025) which throws light on Hon'ble High Court order 29<sup>th</sup> July, 2015 has certain critical Jurisprudence with respect to applicability of 50 m mangrove buffer zone. The said SC order and HC order have brought forth the issue of practical application of 50 m buffer zone, keeping in view the ground conditions, rather than applying it in literal sense. The Authority viewed the order dated 29<sup>th</sup> July, 2015, relying on the definitions of CRZ IA and CRZ II area in the CRZ Notification, carves out an exception to general application of 50 m mangrove buffer zone, acknowledging the ground conditions- where the area is substantially developed with infrastructure facilities. The Hon'ble Courts have categorically observed that when the area is substantially developed, as per explanation given in the CRZ Notification, plot of lands falling in 50 m mangrove buffer zone to be treated as falling in CRZ II area.

The CRZ II area as defined in CRZ Notification, 2019 (in force)

"CRZ II shall constitute the developed land areas upto or close to the shoreline, within the existing municipal limits or in other existing legally designated urban areas, which are substantially built up with a ratio of built up plots to that of total plots being more than 50 percent and have been provided with drainage and approach roads and other infrastructure facilities such as water supply, sewerage mains etc"

The Authority sees that the rationale and essence behind said court orders is, when the area is developed with existing road/ existing authorized structures, especially within the Municipal area / legally designated urban areas, creation of 50 m mangrove buffer zone would not only become impossible but also serve no purpose, for protection of mangroves.



Member Secretary

  
Chairperson

Minutes of the 192<sup>nd</sup> Meeting (Day 1) of Maharashtra Coastal Zone Management Authority (MCZMA) held on 20<sup>th</sup> December, 2025

14) In the present case, the project site at village Parighkhar, Bandra, Mumbai is within the Municipal Corporation of Greater Mumbai (MCGM) which is undoubtedly a developed area and subject redevelopment project is under the special planning Authority of MMRDA. There was existing authorized development approved by the Government of Maharashtra & Planning Authority, MCGM in the year 1977. And, there exists compound wall around the entire project site since year 1977, which is much prior to inception of the CRZ Notification, 1991 and prior to Hon. court orders. The project of the redevelopment is an ongoing project and is within the existing compound wall and the construction is carried out on landward side of existing authorised structure and it has all the necessary approvals for the same. There are no mangroves at the project site within the compound wall. When the redevelopment project was granted CRZ approval in 1999 by the GoM and subsequently as per MMRDA permissions, construction was nearing completion in 2017-2018, the approved CZMP, 1991 was in force, as per which, the site was not affected by the 50 m mangrove buffer zone. Moreover, the Authority views that, area being the developed area; by virtue of above Hon. SC order dated 25<sup>th</sup> February, 2025 & Hon. HC order dated 29<sup>th</sup> July 2015, the southern portion of the project site currently in 50 m mangrove buffer zone as stated in mangrove cell report, could satisfactorily be treated as CRZ II area, in accordance with above said court orders.

DECISION:

In the light of above, considering various orders of Hon'ble courts of law and CRZ Notification, the Authority after detailed discussion & deliberation decided that the condition as stated in letter dated 4<sup>th</sup> March, 2022 of MCZMA, following its 157<sup>th</sup> meeting held on 4<sup>th</sup> February, 2022, for obtaining prior high court permission, stands revoked.

-----Meeting ended with vote of thanks to Chair-----

  
Member Secretary

  
Chairperson

*Minutes of the 192<sup>nd</sup> Meeting (Day 1) of Maharashtra Coastal Zone Management Authority (MCZMA) held on 20<sup>th</sup> December, 2025*

Annexure I

List of members/officials present in the online meeting:

1. APPCCF, Mangrove Cell, Member MCZMA
2. Shri. Mirashe, Representative from Industries Dept,
3. Dr. L. R. Ranganath, CWPRS, Expert Member, MCZMA
4. Dr. Milind Sardesai, Savitribai Phule Pune University, Expert Member, MCZMA
5. Dr. Amit Bansiwal, NEERI, Expert Member, MCZMA
6. Shri Pravin Pardeshi, Expert Member, BNHS
7. Dr. Abhay Pimparkar, Director, Environment & CC and Member Secretary, MCZMA



Member Secretary

  
Chairperson