

**MINUTES OF THE 172<sup>nd</sup> MEETING OF EXPERT APPRAISAL COMMITTEE FOR PROJECTS RELATED TO COASTAL REGULATION ZONE HELD ON 30<sup>th</sup> JUNE, 2017 AT INDIRA PARYAVARAN BHAWAN, MINISTRY OF ENVIRONMENT, FOREST AND CLIMATE CHANGE, NEW DELHI**

The 172<sup>nd</sup> Meeting of the Expert Appraisal Committee for projects related to coastal regulation zone was held on 30.06.2017 at Brahamputra Hall, Indira Paryavaran Bhawan, New Delhi. The members present were:

1. Dr. Deepak Arun Apte - Chairman
2. Shri. Sharad Chandra - Member
3. Shri. Arvind Kumar Nautiyal - Member Secretary

Dr. S.W.A Naqvi, Dr. Anuradha Shukla and Shri N.K Gupta were absent. Dr. S.G Bhave communicated his inability to attend on medical ground.

*Also in attendance:* Shri W. Bharat Singh, Joint Director, MoEF&CC and Dr. Bhawana Kapkoti Negi, Technical Officer, MoEF&CC. The deliberations held and the decisions taken are as under:

**1.0 CONFIRMATION OF THE MINUTES OF THE LAST MEETING.**

The Committee having taken note that there are no comments from members, in disagreement or otherwise, on the minutes of the 170<sup>th</sup> Meeting, confirmed the same.

**2.0 CONSIDERATION OF PROPOSALS:**

**2.1 Malad Sewage Treatment Plant at Malad (W), adjacent to Malad Greek, Survey No.2841(Pt), Mumbai, Maharashtra by Municipal Corporation of Greater Mumbai (MCGM) - CRZ Clearance [F.No.11-1/2016-IA-III] reg.**

**2.2 Proposed construction of Sewer Tunnel Phase I from Don Bosco School Junction, Borivali(W) to Malad Waste Water Treatment Facilities at Mumbai, Maharashtra by Municipal Corporation of Greater Mumbai (MCGM) –CRZ Clearance [F.No.11-2/2016-IA-III] reg.**

**2.3 Proposed Construction of Sewer Tunnel Phase II from Goregaon Pumping Station to Malad Waste Water Treatment Facilities at Mumbai, Maharashtra by Municipal Corporation of Greater Mumbai (MCGM) –CRZ Clearance [F.No.11-3/2016-IA-III] reg.**

The above three proposals of Municipal Corporation of Greater Mumbai (MCGM) are being considered as sequel as these are composite proposals, the first being the Sewage Treatment Plant (STP) and the following two being

pipelines, pumping stations etc. for conveying sewage to the STP proposed to be located at Malad i.e the first item.

2. The proposal was earlier considered in the 156<sup>th</sup> Meeting of the Committee held during 28-29 January, 2017, wherein, the project proponent made a presentation and had provided the following information:

- (i) The project envisages construction of sewage treatment plant for development and upgradation of existing facilities to improve environmental conditions in and around Mumbai.
- (ii) The waste water collection and treatment facilities for the city are grouped in 7 service zones. The Malad service zone i.e. zone 5 is one of the major service zone in the Western suburb of Mumbai covering 5 administrative wards. The zone covers an area of 5483 Ha and serves a population of 3.5 Million (2011). The population is projected to increase upto 5.6 Million by 2031.
- (iii) The existing sewage treatment facility is limited to preliminary treatment and discharge of the effluent into the Malad creek. The Malad creek does not have the required assimilative capacity due to nominal tidal flushing. The DO level in the Malad creek has reached alarming low level raising serious environmental concern. It is therefore necessary to undertake construction of a comprehensive Waste Water Treatment Facility (WwTF) at Malad zone.
- (iv) The Master Plan for sewage disposal has identified the land bearing CTS no. 2841 of village Malvani for construction of STP for Malad zone. This land has been identified for STP due to technical & geographical suitability keeping in mind that there is no other alternative location available in this zone for STP. This land is also reserved in the Development Plan of the city for public purpose of STP. The area required for the STP is 35.5 Ha. The land is covered by dense mangrove and is located in CRZ I, thereby requiring clearance from MoEFCC.
- (v) Malad STP project is proposed as one of the priority projects under MSDP stage II, on MCGM's own land on S. No. 2841 (pt), to provide safe, secure and healthy environment near Malad creek and other area. The Waste water will be collected from the wards of KE, KW, PN, PS, RN and at the pumping station of Goregaon, Malvani, Charkop, Gorai, Shipoli and Vallah Nagar. Waste water from the above pumping stations shall be relayed to the Malad influent pumping station (IPS) through proposed priority sewer tunnel from L.T. Chowk (Don Bosco) upto Goregaon PS along link road and finally to the proposed Malad STP for treatment.
- (vi) It was initially proposed that the existing preliminary treatment will be upgraded to ASP to provide effluent quality of 100 mg/l BOD and TSS with addition to primary settling tanks, aeration tanks, secondary settling tanks, anaerobic digesters, sludge holding tanks etc. The treated sewage was initially proposed to be disposed off into the sea by marine outfall. However, in view of the recent CPCB directives dated 09.10.2015 mandating discharge standards of 10/10 mg/l with facility of recycle and reuse of the treated water, it is now proposed to construct a STP with components covering Influent Pumping Station, preliminary, primary, secondary with anaerobic sludge digestion and effluent pumping station and tertiary facility including recycle and reuse. The

design capacity of the STP is 847 MLD and the capacity of the Influent Pumping Station (IPS) is 1580 MLD. The discharge standards proposed to be achieved with tertiary treatment is 10 mg/l BOD, as well as SS.

- (vii) The project cost is estimated to be Rs. 1500 crores
- (viii) A comprehensive EIA studies have been carried out for total MSDP stage II project by NEERI and Malad STP is one of the components of it. Upgrading of the treatment works would require demolition of old treatment facilities and office accommodation as well as loss of area of landscaping within the premises.
- (ix) The Hon'ble High Court of Bombay passed an order dated 18.03.2009 to exempt the project sites of MSDP, from being declared as 'Protected Forest. The Court has also granted sanction for cutting the mangrove to the extent of 35.5 Ha required for purpose of Malad project by obtaining clearances from respective Govt. Authorities e.g. CRZ and Forest Clearance.
- (x) Application was therefore submitted to MCZMA for CRZ clearance. As the land is situated in CRZ I, and the MCZMA have strongly recommended the proposal to MoEFCC for clearance subject to certain specific and general conditions. The application for forest clearance is also being separately processed. The project shall be commenced after obtaining CRZ & forest clearances. The project is proposed to be completed within a period of 4 years from the date of receipt of forest clearance.

3. The EAC, in the said 156<sup>th</sup> meeting, had deferred the proposals with the observation that the activity of construction of STP in CRZ –I area is prohibited under the law and can be permitted only after amendment of the law.

4. Subsequent to the amendment of the CRZ notification, 2011, wherein, enabling provision for location of an STP by MCGM has been made vide. S.O. 1393(E), dated 03.05.2017, the project proponent made its application for consideration of the above proposals for CRZ clearances. The proposal was thereafter placed for consideration in the instant meeting and the project proponent made a presentation and provided the further information to the Committee as follows:

- The revised project cost will be Rs. 2020 Crores.
- The proposed project is consistent with the objectives outlined in the Master Plan of Greater Mumbai and its implementation will lead to improvement in the environment of the city.
- About 83 Ha area of land was handed over to MCGM by Government of Maharashtra in the year 1983 for the proposed construction of STP as envisaged in 1979 Master Plan of Greater Mumbai.
- The design capacity of the STP is 847 MLD. The capacity of the IPS is 1580 MLD
- The existing Malad Sewerage system covers an area of 5,483 ha. and serves a population of 3.5 Million (2011) and present flow is in the order of 350.5 MLD with 59 % collection. The design flow of the proposed STP is 847 MLD ADWF.
- If the treated effluent meets the standard of discharge, then possibly fish production will increase & it will be beneficial to local fishermen.
- The entire sewer system will be underground.

- The project, on implementation, will transfer significant part of treated sewage from Versova and Malad WWTFs which is currently discharging into Malad creek, into ocean outfall, the water quality of Malad creek will improve.
- Improvement in the sewage collection system will also reduce the untreated sewage inputs from the drains and open nallahs located on both banks of the creeks
- Similarly treated sewage from Colaba, Lovegrove, Bandra, Bhandup and Ghatkopar discharged into Thane creek and west coast, will also improve the marine environment.
- The improvement in sea water quality (66%) due to treated sewage effluent will help in the development of coastal area (72%) and expected to provide healthier and improved environment expressed by 82% respondents.
- The land affected by mangrove has been declared as protected forests in year 2005.
- The High court of Bombay by its order dated 08.08.2013 has permitted cutting of mangroves on the aforesaid land to the extent of 35.5 ha subject to clearance from concerned authorities.
- Benefits of the project: The project will provide a healthier and improved environment for people, reduce the polluting load to Malad creek as Malad creek DO level has reached to zero, improve quality of Malad creek and meet discharge standards of effluent as per the norms of Governing Authority
- Land required for compensatory afforestation in lieu of cutting of mangroves has been identified by MCGM and Forest Authority also confirm suitability of this land for mangrove replantation.
- MCGM will achieve standards prescribed, as per revised CPCB directives dated 9th October 2015 for discharge norms of treated effluent, viz. BOD-10 mg/lit; TSS-10 mg/lit; Fecal Coliform-< 230 (MPN/ 100 ml) by adopting appropriate design criteria including recycle, reuse facilities.
- Components of the proposals are:
  - (i) *Malad Sewage Treatment Plant at (W), adjacent to Malad creek, Survey No.2841(Pt), Mumbai, Maharashtra*
  - (ii) *Construction of Sewer Tunnel Phase I from Don Bosco School Junction, Borivali(W to Malad Waste Water Treatment Facilities at Mumbai, Maharashtra*
  - (iii) *Construction of Sewer Tunnel Phase II from Goregaon Pumping Station to Malad Waste Water Treatment Facilities at Mumbai, Maharashtra*

On the subject of multiple proposals by MCGM, clarifications below were submitted:

- a) The proposal (ii) & (iii) are for the construction of Sewer Tunnel Phase I from Don Bosco School Junction (Borivali) west to Malad STP & Phase II from Goregaon pumping station, Goregaon west to Malad Malad STP, however part of both these tunnels is passing below Malad creek which falls under CRZ-I. These proposals are meant for enhancing capacity of the existing sewage collection system in Zone 5. It is proposed to construct the underground tunnel to carry sewage flows by gravity.

- b) The Priority Sewer Tunnel (PST) is intended to act as a deep collector sewer for all sewage flows on Link Road.
- c) The total lengths of these tunnels are 6.39 km & 4.425 respectively.
- d) The PST I & PST are an underground tunnel carrying sewage at 16 to 20 mt and 14 to 16 mt. Respectively, depth below ground level. The diameter of both tunnels varies from 2600 mm to 3200 mm & 1800mm to 2200 mm receptively.

The first phase consisted of Priority sewer tunnel (PST I) from Don Bosco school junction Borivali (W) to Malad Waste water Treatment Facility. The PST I is an underground tunnel carrying sewage at 16 to 20 mtr. depth below ground level. The diameter of tunnel varies from 2600 mm to 3200 mm. The details of the length and diameter along the various stretches is tabulated below:

<b>S. N</b>	<b>Description</b>	<b>Diameter</b>	<b>Length</b>	<b>Method</b>
1.	From Don Bosco School Junction, Borivali (W)to Ambewadi	2600mm	3.588 km	Tunnelling with segmental lining method
2.	From Gorai Pumping Stationto Link road near MTNL building	1000mm	0.666km	Micro Tunnelling with pipe jacking
3.	From Ambewadi to Malad Pumping Station	2600mm	0.558Km	Tunnelling with Segmental lining method
4.	From Malad Pumping Station to Malad WwTF	3200mm	1.578Km	Tunnelling with Segmental lining method

As per the approved CRZ map, the site under reference partly falls in CRZ I, CRZ II, CRZ IV and partly outside CRZ area. The total length of the tunnel is 6.39 Km. and consist of nine nos. of shafts. Out of the total length of 6.39 Km., the stretch admeasuring a length of 1.578 Km. from Malad Pumping Station to Malad WwTF falls in CRZ I area below mangroves. The sewer tunnel is proposed at a depth about 16 to 20 mtr below ground due to which mangroves will not be affected. The PST I tunnel is proposed for carrying untreated sewage to the Malad Sewage Treatment Plant for treatment which is essential for protection of quality of coastal water body.

The second phase consisted of Priority sewer tunnel (PST II) from Goregaon Pumping station to Malad Waste water Treatment Facility. The PST II is an underground tunnel carrying sewage at 14 to 16 m. depth below ground level. The diameter of tunnel varies from 1800mm to 2200 mm. The details of the length and diameter along the various stretches are tabulated below:

<b>S. N</b>	<b>Description</b>	<b>Diameter</b>	<b>Length</b>	<b>Method</b>
1.	From Goregaon Pumping Station to Toyota showroom Malad STP	1800 mm	3.2km	Micro Tunnelling with pipe jacking

2.	From Toyota showroom to Malad STP	2200mm	1.225km	Micro Tunnelling with pipe jacking
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The total length of the tunnel is 4.425 km and consists of seven nos. of shafts. Out of the total length of 4.425 km., the stretch admeasuring a length of 0.45 km. from shaft no. 08 to shaft no. 15 falls in CRZ I area below mangroves. The sewer tunnel is proposed below 14 to 16 m depth due to which mangroves will not be affected. The PST II tunnel is proposed for carrying untreated sewage to the Malad Sewage Treatment Plant for treatment which is essential for protection of quality of coastal water body.

5. The Committee was also informed of a representation received on the project from an NGO. The objections raised and the issues involved were deliberated and it was decided that though the project proponent has satisfactorily clarified the issues flagged on the objections, it shall provide written clarifications to the Ministry for records.

6. The Committee also noted that MCGM had undertaken a comprehensive study on the following:

- a) prevailing environmental status of the Mumbai Sewage Disposal Project (MSDP) w.r.t air quality, water quality, noise level and biological characteristics;
- b) socio-economic environment; expansion of basic services like wastewater collection and treatment facilities
- c) assessment of adverse potential impacts of the proposed activity on the marine environment during construction and operational phases;
- d) suggest adequate mitigation measures in the form of marine environment management plan (MEMP) for minimising adverse impacts identified, if any.

7. The Committee also felt that this is probably not the best site for the project since mangroves also perform the function of waste treatment besides providing ecosystem services and loss of 35 hectares is significant in this context. However, considering the lack of open spaces for installation of such useful public and environmental utilities in Mumbai region cannot be ignored. It should however cannot be a norm to utilize natural spaces especially those with intrinsic ecological and biodiversity values that provide vital ecosystem services. The Committee therefore observed that infuture, due caution must be taken to avoid such spaces and find other alternative site even if those involve additional financial costs.

Based on the clarifications provided by the project proponent and deliberations made, considering the fact that the project will assist by disposing off well treated water in to the creek thereby helping improving creek biota over time, and also considering the fact that the project has large effluent collection catchment requiring most suitable site at common point, the Committee recommended the proposal for CRZ clearance subject to the following specific condition:

- i) Prior approval of the Standing Committee of the National Board of Wildlife, as may be applicable, shall be obtained;
- ii) Prior approval for diversion of forest land (mangrove) as applicable shall be obtained
- iii) The project proponent shall implement the project as a model project where environmental concerns are appropriately addressed through an inbuilt-robust monitoring mechanism and also ensuring that mangroves rehabilitated/developed in lieu of the areas diverted for the project are model example for replication elsewhere.
- iv) As committed the project proponent shall develop 5 times the mangroves proposed to be diverted by the project proponent. The mangrove conservation plan will be developed in consultation with Mangrove Foundation and annual progress on the compensatory plantation be provided to regional office of MoEFCC clearly showing the growth and survival of mangroves.
- v) A 2% of the cost of the project shall be apportioned for marine and coastal biodiversity protection and conservation measures, to be spent by the project proponent towards fulfilling its Corporate Environmental Responsibility (CER) during the currency of the project. Proper record and account of measures taken should be maintained and should also be submitted to the CZMA every six months.
- ii) The treated outfall point shall be at 6m depth
- vii) Prior approval of the High Court of Bombay shall be obtained before commencement of the project.
- viii) Before actual cutting of the mangroves, a site inspection will be carried out by a Committee comprising of Member(s) of the Committee, Official(s) of MoEF&CC and a member from Mangrove Foundation of Maharashtra, so that suggestions for additional measures that may be necessary can be made. Accordingly, MCGM shall communicate the work schedule to the Ministry for felicitating such a site inspection.

#### **2.4 Beach Resort at Village Kadalur, Taluk-Cheyyur, District-Kancheepuram, Tamil Nadu by M/s Dual Structural sand Industries Pvt Ltd- Consideration for CRZ Clearance [F.NO. 11-28/2015-IA.III] reg.**

The proposal for construction of a Beach Resort on a plot area of 80239.984 sq. m at survey No. 389B, 485/2B, 556/1A2,1C,2B,3B, 557/1B,3,4, 571/2A,2B,2C,2D,2E of 105, Kadalur village, Cheyyur Taluk, Kancheepuram District, in Tamil Nadu by **M/s Dual Structural sand Industries Pvt. Ltd.** was first considered in the 153<sup>rd</sup> meeting of EAC held in November, 2015, wherein, the project proponent in the said 153<sup>rd</sup> meeting had made a presentation and provided the following information:

- i) It is proposed to develop the resort with a facility of 95 single rooms, 144 double rooms, 16 VIP rooms, 10 guest rooms besides other features comprising of Kitchen, dining rooms, recreation rooms, meditation dormitory, yoga room, naturopathy consultation for visitors, Spa and Tennis court.
- ii) The entire project area falls in Coastal Regulation Zone (CRZ)-III. The 200m from the High Tide Line (HTL) is earmarked as 'No Development Zone (NDZ)',

and only parks and play field is proposed in this area. However, there will be no permanent structure for sports facility is proposed. In the NDZ not even temporary fencing is proposed.

- iii) The maximum height of the proposed structure will be 7.92 meters with ground floor and first floor.
- iv) The total built up area is of 25,346 sq. meter with the development of Zone of 200 to 500 meters in CRZ.
- v) The Floor Space Index (FSI) for the proposed building is 0.315.
- vi) Water Requirement: The PP informed that the total water requirement for the project is 75KLD. The fresh water requirement will be 50 KLD (48KLD for domestic requirement and 2KLD for Swimming Pool), which is proposed to be sourced through Desalination Plant of 100 KLD capacity. It is proposed to implement a Sewage Treatment Plant of capacity 80KLD which will generate 61 KLD of treated water. Out of this, about 36 KLD of treated water is proposed to be used or the Green belt. The remaining 25 KLD of treated water will be used for flushing.
- vii) The total cost of project is Rs.24.0 crores.

2. In the said 153<sup>rd</sup> meeting, the Committee had deferred from taking a decision on the proposal for want of following information:

- (i) Revised EIA Report containing correct information in respect of water requirement, water sourcing and measures proposed for water and energy conservation and impact of desalination plant;
- (ii) Building Plan should be to scale clearly indicating all proposed facilities;
- (iii) Revised undertaking in respect of ground water drawal; and
- (iv) Recommendation/endorsement of TNCZMA in respect of Desalination Plant proposed to be set up in CRZ.

3. On submission of the clarifications sought, the proposal was later placed in the 156<sup>th</sup> meeting held in January, 2016, but no recommendation for CRZ clearance was pronounced/made as the position of law whether it would attract EIA Notification, 2006 was unclear to the Committee. The Committee however noted that the project proponent has provided required information such as water requirement/source, measures proposed for water and energy conservation, and impact of desalination plant, building plan (to the scale) indicating all proposed facilities, undertaking in respect of ground water drawl and endorsement of TNCZMA in respect of Desalination Plant proposed to be set up in CRZ.

4. The proposal was again considered in the 157<sup>th</sup> meeting of the EAC held during 28-29 March, 2016. In the said 157<sup>th</sup> meeting, the Committee has recommended the proposal for CRZ Clearance subject to certain conditions as follows:

- i) The construction in CRZ areas shall strictly be in accordance with the provisions of CRZ Notification, 2011.



- ii) There shall be no dressing or alteration of the sand dunes, natural features including landscape changes for beautification, recreation and other such purpose.
- iii) The development of Resort shall be strictly for occupation of tourist and visitors. There should not be any construction for residential purpose.
- iv) All waste (liquid and solid) arising from the proposed development will be disposed off as per the norms prescribed by Tamil Nadu State Pollution Control Board. There shall not be any disposal in to the sea/coastal water bodies.
- v) No labour camp, machinery and material storage is allowed in CRZ Area.
- vi) Project Proponent will ensure that no untreated wastewater is discharged outside the project premises. It will be ensured that the wastewater generated is treated in STP and is reused for landscaping, flushing and HVAC cooling purposes within the development. The PP should also make alternate arrangement for situation arising due to malfunctioning of STP. There shall be regular monitoring of the effluent from STP under intimation to the SPCB.
- vii) The project proponent shall not undertake any construction within 200 m in the landward side of High Tide Line and within the area between Low Tide Line and High Tide Line. The proposed constructions shall be beyond 200 m from the HTL.
- viii) Live fencing and barbed wire fencing with vegetative cover is allowed around private properties subject to the condition that such fencing shall in no way hamper public access to the beach.
- ix) There shall no ground water drawal within CRZ.
- x) The PP shall obtain necessary permission from concerned authorities for their proposed construction.
- xi) Installation and operation of DG sets shall comply with the guidelines of CPCB. The D.G set shall be at least 6 m away from the boundary.
- xii) The PP shall obtain necessary clearances as applicable under the EIA Notification, 2006 and the CRZ Notification, 2011.

5. While processing of the project file for CRZ Clearance, in the Ministry, it was noted that there are several discrepancies in the CRZ map submitted by the project proponent. The TNCZMA was requested to furnish location of project site superimposed on CRZ map/locational CZMP. It was also noted that the project boundary as per map provided by the project proponent encompasses areas within 200 from HTL in CRZ-III, which is a 'No Development Zone'. It was therefore advised that the project boundary be shifted beyond the 200 from HTL and a revised layout vis-a-vis HTL, LTL demarcation may be submitted. In addition, it was also noted that location of desalination plant has been indicated as being in CRZ-IV, which is not in consonance with the notification. It was therefore advised further that the same need to be shifted at appropriate location and a revised proposal in the CRZ map vis-à-vis HTL, LTL demarcation be re-submitted.

6. The project proponent was informed that if the above could be submitted in time, their proposal can be taken up for endorsement of the EAC in the instant meeting and hence the deliberation on the proposal.

7. During the course of the deliberation, the Committee noted that the project proponent has not submitted revised CRZ map from authorised agency but has only submitted a site plan/layout map with revised project boundary made by them. *The Committee therefore decided that in so far as CRZ angle is concerned, it stands by the earlier recommendation made in the 157<sup>th</sup> Meeting held during March 28-29, 2016 but recommended that the documents as under shall be submitted to the Ministry before the project is considered for according CRZ clearance:*

- i) The project proponent shall submit revised CRZ Map (1:4000 scale) along with project site and desalination plant location superimposed, and clearly indicating demarcation of HTL, LTL etc, from any one of the authorised agency.
- ii) The recommendation of the TNCZMA earlier made vide Letter No. 16423/EC.3/2015-1, dated 07.10.2015 shall be accordingly got amended pursuant to the revised CRZ map to be redrawn (as mentioned above) and indicating the details of desalination plant.
- iii) The project proponent shall submit an action plan for handling of brine generated due to the desalination plan.

**2.5 Proposed Redevelopment of Cancer Hospital Building on Property Bearing C.S. No 254 (PT) of Mazgaon Division at Barrister Nath Pai Marg. Mumbai, Maharashtra by M/s Cancare Trust Ltd.- Consideration for CRZ Clearance [F.NO.11-7/2017-IA.III]reg.**

The proposal is for 'Redevelopment of Cancer Hospital Building'on property bearing C.S. No 254 (pt) of Mazgaon Division at Barister Nath Pai Marg, Mumbai (Maharashtra) by M/s Cancare Trust Ltd was earlier considered by the Expert Appraisal Committee (EAC) in the Ministry for Infrastructure Development, Coastal Regulation Zone, Building/ Construction and Miscellaneous projects, in its 167<sup>th</sup> meeting of EAC held on 23<sup>rd</sup> February, 2017, wherein, the project proponent in the said meeting had made a presentation and provided the following information:

- (i) The total plot area of the project is 1142.20 sqm and total construction area is 13226.12 sqm. The proposed Cancer Hospital building comprises of 3 Level Basement + Ground +1st to 14th & 15th (part) Upper Floors. The total height of proposed hospital building is 60.00 m, along with adjacent parking tower of height 60.00 m to accommodate the required parking spaces. There will be total 92 nos. of beds. The details of the land use are as under:

S.N.	Description	Area (Sq.m)
1.	Total Plot Area	1142.20
2.	Proposed FSI area	6075.73
3.	Proposed Fungible BUA	1215.15
4.	<b>Total (2+3)</b>	<b>7290.88</b>
5.	Non FSI area (Including Parking Tower)	3470.32

6.	Free of FSI (Staircase and lift)	2464.92
7.	<b>Total Non FSI area (5+6)</b>	<b>5935.24</b>
8.	<b>Total construction Area (FSI+Non FSI) 4+7</b>	<b>13226.12</b>

- (ii) The proposed infrastructure works includes water supply from Municipal Corporation of Greater Mumbai, electric supply from BEST, sewage treatment through RMBR Technology, solid waste management, adequate parking space and communication networks etc will be provided.
- (iii) The land under reference falls under the CRZ -II category.
- (iv) The Maharashtra Coastal Zone Management Authority has recommended the project vide their letter No. CRZ-2016/CR-279 /TC 4, dated 7th February 2017.
- (v) The total water requirement during operation phase of the project will be 50 KLD out of which fresh water requirement is 26 KLD and recycled water requirement is 24 KLD. The fresh water requirement for domestic purpose will be supply from Municipal Corporation of Greater Mumbai and treated water from sewage treatment plant will be use for flushing (22 KLD) and gardening (2 KLD) purpose.
- (vi) The total wastewater generated from the project is estimated 38 KLD. Thewaste generated will be treated in sewage treatment plant based on RMBR Technology. 1 no. of STP of capacity 50 KLD will be provided. The treated water from sewage treatment plant will be reclaimed and used for flushing and gardening purpose that will result in minimum consumption of fresh water. The balance water will be discharged to the municipal drain.
- (vii) The power requirement during operation period will be about 1948.7 KW for connected load and 1370.3 KW for maximum demand load. The power supply will be from BEST. There will be also provision for DG set in case of emergency. 1 No. of DG set of capacity 2000 KVA will be provided.
- (viii) The total solid waste generated during operation phase will be 147 kg/day. The biodegradable waste will be 58 kg/day whereas non biodegradable waste will be 89 kg/day. The biodegradable waste will be composted whereas other will be given to authorized agencies.
- (ix) The biomedical waste is estimated to be approx. @20 kg/day. The biomedical waste will be collected as per different Categories in the different color coded bags and handed over to MPCB authorized Agency as per the Biomedical Waste Handling Rule, March 2016.
- (x) Proposed parking tower consist of 29 floors which with 56 Cars + 12 Cars in the basement.
- (xi) The estimated cost of the project is Rs. 153.68 Crores.
- (xii) Considering the increase in number of cases of cancer and scarcity of treatment facilities, the proposed Cancer hospital aims to cater to this gap by offering affordable medical care to people at large.

2. The Committee was informed that while processing the project file for consideration of CRZ Clearance,as recommended by the Committee, it was observed that whereas the proposal is for a 60 m height, the recommendation by the MCZMA is for 45 m height restriction. The matter was therefore referred to the Committee for its re-perusal.

3. The Committee noted the issue flagged by the Ministry and decided that whereas, it stands by its earlier recommendation for CRZ clearance made in its 167<sup>th</sup> meeting of EAC held on 23<sup>rd</sup> February, 2017, the project proponent shall comply with the following before the proposal is further processed for consideration of CRZ Clearance:

- i) Approval of MCGM issued vide DYCHE/32-81/(B.P) CITY, dated 20.10.2016, shall be got revised vis-à-vis height restriction at 45 m and revised letter/recommendation has be got issued to MCZMA, with clear indication of 'NOC'/approval for height upto 60 m as per the proposal. A copy of the same shall be got marked to the Ministry for records.
- ii) The Intimation of Disapproval issued by MCGM shall be got revised indicating consonance for 60m height of the proposed building and copy of the same submitted to the Ministry.

**2.6 Proposed Laying of Pipeline for Transfer of Edible Oils from Chennai Port to Storage terminal tank and establishment of storage Transit Terminal at old S.No.4061 and new S.No. 4061/A & 4061/2 in Ennore Express way (Door No. 1,2 & 3 Suriyanarayana Street, Tondiarpet Village and Taluk of Chennai, Tamil Nadu by M/s KTV Health Food Private Limited- Consideration for CRZ Clearance [F.NO.11-18/2016-IA.III]- reg.**

The proposal is for laying of pipeline for transfer of edible oils from Chennai Port to storage terminal tank and establishment of storage transit terminal at old S.No.4061 and new S.No. 4061/A & 4061/2 in Ennore Expressway (Door No. 1,2 & 3 Suriyanarayana Street, Tondiarpet Village and Taluk of Chennai, Tamil Nadu by M/s KTV Health Food Private Limited was considered by Expert Appraisal Committee (EAC) in the Ministry for Infrastructure Development, Coastal Regulation Zone, Building/ Construction and Miscellaneous projects, in its 160<sup>th</sup> and 161<sup>st</sup> EAC meeting held on 28<sup>th</sup> June, 2016 & 26 July, 2016 respectively. In the 160<sup>th</sup>, the project proponent had made a presentation and provided the following information:

- (i) The proposed site is classified as General Industrial use zone by CMDA.
- (ii) The total area of the proposed site is 0.24 ha and built-up area is 0.18 ha.
- (iii) It is proposed to install five number of storage tanks having the capacity of 1720 KL, 1442 KL, 1281KL, 855 KL and 7527 KL for handling and transit of edible oil at the transit terminal.
- (iv) The pipeline is made up of MS material having a thickness of 9.5mm and diameter of 10 inches in the pipe rack and trench (approved pipeline corridor by the highways department and Chennai port trust) for the transfer Edible oil. The edible oil will be subsequently transferred from the above said transit terminal to the storage terminals of their edible oil refinery units located at Gummidipoondi having the storage facility of 18500 MT and Kodungaiyur refinery unit having the storage Capacity of 5000 MT.
- (vi) Total power requirement during operational phase is 63 HP. It is also proposed to install a D.G. Set 62.5 kVA. Necessary acoustic enclosures will be provided for the D.G. Set.
- (vii) Total quantity of fresh water required for domestic usage is 0.50 KLD. Total

quantity of sewage generated will be 0.40 KLD, which is treated through septic tank and disposed into CMWSSB sewer line. No solid waste is expected in our operation.

- (viii) The proposed site is falling in CRZ – II. The District Coastal Zone Management Authority for CMDA has recommended the project for clearance in the meeting held on 10.07.2015.
- (ix) It is proposed to install Roof Top Solar Panel
- (x) RWH will be provided.
- (xi) Parking facility for 5 Nos. of Car will be provided.
- (xii) The estimated project cost, including land is Rs.16.55 crores.
- (xiii) The Chennai port trust, National High ways Authority on India and the Chennai Finishing harbor Management Committee have issued permission for the laying of pipeline at a length of 4.5 km for the transport of Edible oil from the port to the storage terminal.
- (xiv) The Tamil Nadu Coastal Zone Management Authority has recommended the project vide their letter 24<sup>th</sup> March, 2016.
- (xv) Benefits of the project: Reduces the traffic to Chennai port trust and increases the turn round time of Vessel by taking higher pumping rate.
- (xvi) Employment potential: Direct Employment is 10 Nos. Indirect Employment is more than 50 Nos.

2. During appraisal of the proposal, the EAC in the said 160<sup>th</sup> meeting, noted the following:

- (i) The proposed site falls in CRZ-II.
- (ii) As per CRZ Notification 2011, vide para 8, storage of non-hazardous cargo such as edible oil, fertilizers and food grain can be established only in notified ports.
- (iii) That vide para 3 (ii) (a) & (b) of CRZ Notification, 2011, transfer of hazardous substances from ships to ports, terminals and refineries and vice-versa, facilities for receipt and storage of petroleum products and liquefied natural gas, facilities for receipt and storage of fertilizers and raw materials required for manufacture of fertilizer like ammonia, phosphoric acid, sulphur, sulphuric acid, nitric acid and the like, are permissible activities in CRZ area (other than CRZ-I (A) i.e. ecologically sensitive areas.
- (iv) Further as per para 4 (ii) (a) and (d), the above activities require clearance from the MoEF&CC.
- (v) The proposal has been recommended by the State Coastal Zone Management Authority vide their letter dated 24<sup>th</sup> March, 2016.
- (vi) The layout plan is not indicating the parking facilities, circulation plan for oil tankers which would be used for transporting oil from the tank farm for onward destinations. The vehicle circulation plan should also be indicated for parking and movement of vehicles.
- (vii) The project proponent has submitted the permission for laying 12" edible oil pipeline. It was indicated by the project proponent that the owner of the land is Tamil Nadu Road Development Corporation (TNRDC), and as such, necessary permission from TNRDC is also required for laying the pipeline.

3. *The EAC, after deliberations, deferred the proposal for want of inputs/clarifications in respect (vi) & (vii) above.*

4. On submission of the above clarifications including the proposal was again taken up in the 161<sup>st</sup> Meeting held on 26.07.2016, wherein, the project proponent informed that the ownership of the land is Tamil Nadu Road Development Corporation (TNRDC), and as such, necessary permission from TNRDC is also required for laying the pipeline. It was also informed that the proposed site is classified as General Industrial use zone by CMDA.

5. In the said 161<sup>st</sup> meeting, the Committee had noted that as desired by them, the circulation plan for movement of tankers, having five nozzles loading area, one way bridge and parking for two tankers, has been submitted by the project proponent. The Committee was satisfied with the same. The Committee made it categorical that the tankers should be parked in private premises and not on public roads while waiting to be loaded. An assurance was given by the project proponent in this regard, admitting that out of a total additional land measuring 4.0 acres in their possession, a plot of 2.0 acres would be earmarked for parking of idle tankers. The next tanker due for filling at the project site would only be discharged from the parking bay only after one tanker leaves the final way bridge after loading. A system would be installed to ensure rostering of tankers depending on availability of the way bridge loading nozzle. On a query, regarding location of facility, the project proponent clarified that the facility is located in the Customs notified area of Chennai Port, and not within the Chennai Port. The EAC had desired that the project proponent shall submit a site map of the project facility as well as the idle parking bay of a single plant duly authenticated by the owner of the property. *The Committee, after deliberations, desired that the Ministry may provide the necessary clarification in respect of permissibility of the activity in the given circumstances.*

6. On submission of the observations made by the Committee in its 161<sup>st</sup> meeting, the proposal was gain placed before the Committee for its perusal. The Committee was also informed of various representations and litigations against the operations/activities being undertaken by the project proponent and in particular the judgement of the NGT, Chennai in the matter of Application No. 238 of 2016. The Committee was accordingly informed of the judgements of the NGT, Chennai dated 18.01.2017 and 23.03.2017 respectively.

7. Based on the clarifications provided by the project proponent and deliberations made, the Committee recommended the proposal for CRZ clearance subject to the following specific condition:

- i) Prior approval of the Standing Committee of the National Board of Wildlife, as may be applicable, shall be obtained;
- ii) Prior approval for diversion of forest land (mangrove) as may be applicable shall be obtained;
- iii) A 2% of the cost of the project shall be apportioned for marine and coastal biodiversity protection and conservation measures, to be spent by the project proponent towards fulfilling its Corporate Environmental Responsibility (CER)

during the currency of the project. Proper record and account of measures taken should be maintained and should also be submitted to the CZMA every six months.

- iv) As part of CSR activity, the project proponent shall formulate schemes identified based on need based assessment and implemented in select villages in the project area in consultation with the village Panchayat and the District Administration. Separate budget for community development activities and income generating programmes shall be earmarked;
- v) The pipeline shall be laid on trestles to minimise impact on sea bed and aquatic life;
- vi) It shall be ensured that system for detecting leakages along the pipeline shall be installed and regularly monitored through an independent agency. The results of monitoring shall be regularly submitted to the PCB and the regional office of Ministry.

## **2.7 Alignment of conveying main to Buckingham Canal for the discharge of treated sewage from the proposed 36 MLD Sewage Treatment Plant (STP) tailored to treat 18 MLD based on SBR Technology at Sholinganallur, Kancheepuram, Tamil Nadu by Chennai Metro Water Supply and Sewerage Board, Sholinganallur- Consideration for CRZ Clearance [F.No.11-5/2016-IA.III] reg.**

The proposal by **Chennai Metro Water Supply and Sewerage Board, Sholinganallur** is for laying a sewerage network and setting up of a Sewage Treatment Plant for designed capacity of 36 MLD but tailored to treat 18 MLD based on SBR Technology at Sholinganallur, Kancheepuram, Tamil Nadu. The proposal was earlier considered by the EAC in its 156<sup>th</sup> meeting held on 28-29 January, 2016. In the said meeting the project proponent provided the following information:

- i) The alignment of treated sewage conveying main from STP to Buckingham Canal will cross CRZ II area and the treated water will be discharged (18,000 m<sup>3</sup>) into the Canal as per the prescribed CPCB standards.
- ii) Treated sewage conveyance pipeline will run through RCC channel to Buckingham Canal over a distance of about 75 m.
- iii) Project Benefits: The project will greatly benefit the residents of Kottivakkam and Palavakkam, Neelankarai, Karapakkam, Okkiam, Thoraipakkam, Injambakkam, Medavakkam and Kovilambakkam and cluster of local bodies comprising Sholinganallur, Semmanchery, Jaladampet and Uthandi. There will be an enhancement in environmental quality and improvement in health status of the community.
- iv) The water required during construction and operational phases will be sourced through CMWSSB.
- v) The treated water is disposed to Buckingham Canal for safe disposal as per CPCB standards, sludge disposed from STP will be utilized for Agriculture and gardening as manure.
- vi) No hazardous waste generated.

- vii) The Tamil Nadu State Coastal Management Authority (TNSCZMA) recommended the Project vide their Letter No. 19034/EC3/2015-1 dated 18.11.2015 and Lr.No.20572/EC 3/2016-1 dated 15.09.2016
- viii) Demarcation of High Tide Line/Low Tide Line was done by Institute of Remote Sensing, Anna University, Chennai.
- ix) Green belt of native species of about 6800 m<sup>2</sup> is proposed to be developed around in the project site.
- x) The total project cost is estimated as Rs 25.25 crore.

2. *The Committee in the said 156<sup>th</sup> meeting had noted that in the recommendations of TNCZMA, no details are available for the conveying main especially in respect of its stretch within and outside the CRZ area. There being no self-explanatory maps showing HTL/LTL, and the required superimposition of the project site onto the CRZ map, and the project proponent was unable to explain the alignment of conveying main pipeline, the Committee had desired clarification from TNCZMA, and had recommended reconsideration after addressing the concerns of the Committee. The proposal was, therefore, deferred in the 156<sup>th</sup> meeting.*

3. On submission of the observation of the Committee, the proposal has been placed for reconsideration in the instant meeting. The Committee on perusal of the CRZ map observed that the map in so far as HTL demarcation is concerned see highly erroneous and misleading. The Committee therefore agreed that the project proponent shall get the CRZ map redrawn and ensure clear demarcation of HTL, LTL, NDZ etc. and resubmit the same to the Ministry. The Committee further agreed that the recommendation of the TNCZMA shall be accordingly got amended with the redrawn CRZ map and its revised recommendation submitted to the Ministry.

4. The Committee observed that assessment of adverse potential impacts of the proposed activity on the marine environment during construction and operational phases and appropriate mitigation measures in the form of marine environment management plan (MEMP) for minimising adverse impacts, if any, shall be taken due importance by the project proponent and implemented in letter and spirit.

5. Based on the clarifications provided by the project proponent and deliberations made, the Committee recommended the proposal for CRZ clearance subject to the following specific condition:

- i) A 2% of the cost of the project shall be apportioned for marine and coastal biodiversity protection and conservation measures, to be spent by the project proponent towards fulfilling its Corporate Environmental Responsibility (CER) during the currency of the project. Proper record and account of measures taken should be maintained and should also be submitted to the CZMA every six months.
- ii) Revised CRZ map and amendment in TNCZMA letter of recommendation in respect of CRZ map redrawn shall be submitted to the Ministry.
- iii) The project proponent shall ensure that any adverse potential impacts due to the proposed activity on the marine environment during construction and operational phases on the marine environment/Buckingham Canal is



managed through a robust marine environment management plan (MEMP) and implemented in letter and spirit.

**2.8 Proposed Project the alignment of conveying system for discharge of treated sewage into Buckingham Canal from the proposed 31 MLD Sewage Treatment Plant (STP) at Santhankadu village, Thiruvottiyur taluk, Thiruvallur Dist. near Chennai by Chennai Metro Water Supply and Sewerage Board, Thiruvottiyur- Consideration for CRZ Clearance [F.NO. 11-6/2016-IA.III] - reg.**

The proposal by **Chennai Metro Water Supply and Sewerage Board, Thiruvottiyur** is for laying a sewerage network and setting up of a Sewage Treatment Plant for designed capacity of 31 MLD at S. No. 3/2 in Santhankadu village, Thiruvottiyur taluk, Thiruvallur Dist. near Chennai, Tamil Nadu. The proposal was earlier considered by the EAC in its 156<sup>th</sup> meeting held on 28-29 January, 2016. In the said meeting the project proponent provided the following information:

- i) The proposed STP will treat waste water from Thiruvottiyur and Kathivakkam Municipalities.
- ii) The alignment of treated sewage conveying mains from the STP to Buckingham Canal will cross CRZ-II area and the treated waste water will be discharged (31,000 m<sup>3</sup>) into the Canal as per CPCB prescribed standards.
- iii) Permission from Water Resource Department is obtained for the disposal of Treated sewage into Buckingham canal.
- iv) The technology adopted for the proposed project is Activated Sludge Process, a process for treating sewage and industrial wastewaters using air and a biological flocculation composed of bacteria and protozoa.
- v) The components of STP are: receiving chamber; screen chamber; detritor tank; equalization tank; primary clarifier; aeration tank; secondary clarifier; chlorination contact tank; sludge sump; (x) thickener; (xi) digester; (xii) centrifuge.
- vi) Treated sewage after chlorine contact tank will be conveyed through PSC pipe to Buckingham Canal running at a distance of about 181 m.
- vii) No hazardous waste generated.
- viii) The Tamil Nadu State Coastal Management Authority (TNSCZMA) recommended the Project vide their Letter No. 19033/EC3/2015-1, dated 18.11.2015.
- ix) Demarcation of High Tide Line/Low Tide Line was done by Institute of Remote Sensing, Anna University, Chennai.
- x) Green belt of native species of about 6800 m<sup>2</sup> is proposed to be developed around in the project site.
- xi) Total cost estimate around Rs 26.33 crore.
- xii) Project Benefits: Implementation of the sewerage scheme will enhance environmental quality and improve in health status of the Thiruvottiyur and Kathivakkam municipalities areas.

2. *The Committee in the said 156<sup>th</sup> meeting had noted that in the recommendations of TNCZMA, no details are available for the conveying main*

*especially in respect of its stretch within and outside the CRZ area. There being no self-explanatory maps showing HTL/LTL, and the required superimposition of the project site onto the CRZ map, and the project proponent was unable to explain the alignment of conveying main pipeline, the Committee had desired clarification from TNCZMA, and had recommended reconsideration after addressing the concerns of the Committee. The proposal was, therefore, deferred in the 156<sup>th</sup> meeting.*

3. On submission of the observation of the Committee, the proposal has been placed for reconsideration in the instant meeting. The Committee observed that assessment of adverse potential impacts of the proposed activity on the marine environment during construction and operational phases and appropriate mitigation measures in the form of marine environment management plan (MEMP) for minimising adverse impacts, if any, shall be taken due importance by the project proponent and implemented in letter and spirit.

4. Based on the clarifications provided by the project proponent and deliberations made, the Committee recommended the proposal for CRZ clearance subject to the following specific condition:

- i) A 2% of the cost of the project shall be apportioned for marine and coastal biodiversity protection and conservation measures, to be spent by the project proponent towards fulfilling its Corporate Environmental Responsibility (CER) during the currency of the project. Proper record and account of measures taken should be maintained and should also be submitted to the CZMA every six months.
- ii) The project proponent shall ensure that any adverse potential impacts due to the proposed activity on the marine environment during construction and operational phases on the marine environment/Buckingham Canal is managed through a robust marine environment management plan (MEMP) and implemented in letter and spirit.

## **2.9 Project proposal for Construction of New Lighted Beacon at Bet Dwarka, District-Devbhumi Dwarka, Gujarat State by The Directorate of Lighthouses & Lightships- Consideration for CRZ Clearance [F.NO. 11-21/2017-IA.III] - reg.**

The proposal is for construction of new Lighted Beacon of GI Trestle at Bet Dwarka, District Devbhumi Dwarka, in Gujarat by the **Directorate of Lighthouses and Lightships**. The project proponent made a presentation and provided the following information:

- (i) The project proposal is aimed to providing aids to navigation for mariners, fishing vessels and coastal security at Bet Dwarka, District-Devbhumi Dwarka, Gujrat.
- (ii) The total area of land acquired is 2000 Sqm (50 m x 40m).
- (iii) It is planned to install LED light on 24 m high GI trestle tower and will be erected on 2.25m x 2.25m CC base.

- (iv) The project area falls in CRZ-III.
- (v) A Marine National Park is located 2.5 km from the project site.
- (vi) No ground water extraction will be carried out.
- (vii) Costs of the project will be Rs 0.5 crores.
- (viii) Green belt development is proposed to be developed around the site.
- (ix) CRZ map in scale of 1:4000 has been prepared by Institute of Remote Sensing, Anna University, Chennai
- (x) Landuse map of 7 km radius was also prepared on 1:25,000 scales with intensive field work and satellite image.
- (xi) The ecologically sensitive area like mangroves, sand dune and turtle breeding sites are not in the vicinity of the proposed site.
- (xii) The proposal has been recommended for CRZ Clearance by the GCZMA vide their letter No. ENV-10-2016-90-E (T cell), dated 28.12.2016.
- (xiii) The lighthouse will operate without a manpower at the site.

2. The Committee noted that the project neither entails any significant disturbance in terms of CRZ angle, nor does it involve activities that could alter the CRZ status of the area. *The Committee however observed that there are errors in the CRZ map prepared by IRS, Annamalai and observed that the same shall be first got amended and resubmit to the Ministry for records. The Committee further observed that subsequently the recommendation of CRZ clearance by GCZMA shall be got revised to take cognisance of the revised CRZ map drawn.*

3. The Committee agreed however that the proposal is in the interest of coastal security, navigation for mariners and fishing vessels and is required. *Based on the presentation made by the project proponent and deliberations made, the Committee therefore recommended the proposal for CRZ clearance subject to the following conditions:*

- i) Prior approval from the Standing Committee of the NBWL shall be obtained as may be applicable.
- ii) Revised CRZ map and amendment in GCZMA letter of recommendation in respect of CRZ map redrawn shall be submitted to the Ministry

**2.10 Proposed Development of "Reconstruction of holiday home cum Guest House" over Khata No.30, Plot No.360/428 (Part) in Mouza: Sipasurubuli, Tahasil:Puri Sadar, District: Puri, Odisha by M/s Prabhukrupa Estates & Properties- Consideration for CRZ Clearance [F.NO.11-20/2017-IA.III] - reg.**

The proposal of **M/s Prabhukrupa Estates & Properties** is for construction of "Reconstruction of holiday home cum Guest House" at Khata No.30, Plot No.360/428 (Part) in Mouza: Sipasurubuli, Tahasil:Puri Sadar, District: Puri, Odisha. It was earlier considered in the 158<sup>th</sup> meeting of Expert Appraisal Committee (EAC) but was deferred as the EAC had noted that there were no recommendations from the OCZMA, which is a mandatory requirement for considering any proposal for grant of CRZ clearance.

2. On submission of the same it has been now placed for reconsideration. The project proponent made a presentation and provided the following information to the Committee:

- (i) The proposed project envisages modernization of existing authorized structures built with the approval of Puri Konark Development Authority (PKDA).
- (ii) The project is situated on the landward side of the existing Marine Drive road in Sipasurubuli Village of Puri District. The geographical location of the project is 19°47'14.5"N & 85°47'50.4"E, 19°47'14.7"N & 85°47'51.6"E, 19°47'12.7"N & 85°47'52.0"E, 19°47'12.3"N & 85°47'50.8"E.
- (iii) The total land area for the project is Ac.0.6097 decimals (2467 sq.m.) in Sipasurubuli Village of Puri District. The proposed project comprises of Basement, Ground floor and 7 upper floors with total built-up area of 16647 sqm. FSI will be as per permissible norms.
- (iv) The site is a part of Golden Triangle of the tourism sector and a prominent terminus on the East Coast Railway. The project is accessible through Marine Drive Road and National Highway.
- (v) The project estimated cost of the project is Rs.26.87 Crores approx., which includes Rs.26,87,850/- (i.e about 1% of the project cost) towards cost of implementation of environmental management plan (EMP).
- (vi) The proposed Holiday Home cum Guest House consists of 245 rooms, 3 Dining Halls, 12 Congregation Rooms, 1 Health Club, 1 Bar, 1 Spa and 1 Swimming Pool.
- (vii) The site is classified as CRZ-II as per approved Coastal Zone Management Plan (CZMP) of Odisha vide CRZ Map No. CZMP74E/13/SW, Sheet No. 26.
- (viii) CRZ map in scale of 1:4000 of project site have been prepared by Institute of Remote Sensing, Anna University, Chennai.
- (ix) Total fresh water requirement for the project is 90 m<sup>3</sup>/day. The requirement of water during operational phase will be met from the ground water. Necessary permission for abstraction of ground water has been obtained from CGWA vide NOC No. CGWA/NOC/INF/ORIG/2016/2170.
- (x) During operation, a quantity of 70 KLD waste water will be generated which shall be treated in a STP having 100 KLD capacities.
- (xi) The liquid sewage generated will be treated in an STP and treated waste water will be reused for toilet flush and green belt management. There shall be zero discharge from the project.
- (xii) During operational phase of the project, about 360 kg/day of solid wastes will be generated of which 216 kg/day are bio-degradable and 144 kg/day are non-biodegradable. The STP sludge generated will be 7 kg/day. The quantity of solid waste expected to be generated during operational phase will be handed over to an authorised solid waste collection agency.
- (xiii) Parking facility for 40 four wheelers and 80 two wheelers is proposed to be provided against the requirement of 25 and 50 respectively (according to local norms).
- (xiv) Odisha Coastal Zone Management Authority (OCZMA) has recommended the proposal for CRZ vide letter No. 16 dated 20.04.2017.

3. The Committee noted that the project neither entails any significant disturbance in terms of CRZ angle, nor does it involve activities that could alter the CRZ status of the area. *Based on the presentation made by the project proponent and deliberations made, the Committee therefore recommended the proposal for CRZ clearance subject to the following conditions:*

- i) There shall be no disposal of solid or liquid wastes. Solid waste management shall be as per Solid Wastes Management Rules, 2016.
- ii) As committed by the project proponent an amount of Rs. 26.88/- lakhs shall be earmarked for environmental management plan. The break-up of activities to be undertaken under such a head, shall be submitted along with action plan for implementation to the regional office of the Ministry and the Odisha State Coastal Zone Management Authority prior to commencement of the start of construction.
- iii) Clearance from the High Court of Odisha, as may be applicable, shall be obtained prior to commencement of construction activity.

### **3.0 Any other item with the permission of the Chair:**

The Committee suo moto took up the issue of glaring discrepancies observed in the CRZ maps prepared by IRS, Anna University and agreed that such causal approach of preparation of CRZ maps are not only objectional but speaks of the functioning of the Centre. The Committee therefore recommended that the Ministry shall take up the matter with IRS, Anna University for needful action.

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