

**Government of Maharashtra**

MCZMA-2015/CR-15/TC-4  
Environment department  
Room No. 217, 2<sup>nd</sup> floor,  
Mantralaya Annexe,  
Mumbai- 400 032.  
Dated: 1<sup>st</sup> April, 2015

To,  
Add. Commissioner,  
MCGM  
3<sup>rd</sup> floor, Annex Building  
Principal Head Office,  
Mahapalika Marg, Mumbai- 400 001

**Subject: Environmental Clearance for Proposed widening and reconstruction of bridges–  
Mahim Causeway, Dharavi Bridge, Vaitarna Bridge, Tansa Bridge, & at CST  
Road on Mithi River**

Sir,

This has reference to your communication on the above mentioned subject. The proposal was deliberated by the Maharashtra Coastal Zone Management Authority (MCZMA) in its 82<sup>nd</sup> meeting held on 10<sup>th</sup> June, 2013 as per the CRZ Notification 2011 (amended time to time). Accordingly, the MCZMA vide letters dated 27.07.2013 & 26.09.2013 recommended the proposal from CRZ point of view to MoEF subject to certain conditions. As per the provisions of Notification vide SO3085 (E) dated 28<sup>th</sup> November 2014, proposal was forwarded to SEIAA for consideration by the MCZMA along with its minutes of 82<sup>nd</sup> meeting & recommendation letters.

2. The proposal was considered by SEIAA in its 82<sup>nd</sup> meeting, wherein the Authority noted as follows:

**1) Widening and reconstruction of bridge across Mithi River at Mahim Causeway in G/North Ward, Mumbai-**

- Bridge Dept, M.C.G.M. has proposed the widening & reconstruction of existing bridge across Mithi River at Mahim causeway, Mahim (W). The old bridge is to be demolished.
- The proposal is for 2 additional carriage ways of each 9 mt width will be constructed on both side of existing bridge for traffic movement. The existing old bridge will be demolished and new bridge will be constructed in the middle portion connecting these additional carriage ways.
- The land under reference bearing C.S. No. 1470, 1471, & 1505 at Mahim causeway of Mahim Div. is not under any reservation. The land under reference belongs to MCGM.

- As per CZMP of Mumbai dated 2000, the land under reference fall in CRZ I area.
- It is situated on seaward side of existing road & partly affected by any mangroves buffer zone.
- Width of existing water course below bridge is 44.1 mt
- Width of water course needs to be widen up to 100 mt, to mitigate flood affectivity and will result in reducing the congestion of traffic near the existing bridge.
- Area under proposal – 5000 Sqmt
- Width of existing and proposed water course below the bridge- 39.29 and 100 mt
- Width of existing and proposed bridge – 31.19 and 50.8 mt
- Length of existing and proposed bridge – 39.29 and 104 mt
- Proposed type of structure – Arch type bridge
- No of existing and proposed piers – 3 piers and single span Arch type Structure
- Debris generated – 1500 cubic metre.

**2) Widening, lengthening & reconstruction of the existing bridge across Mithi River at Dharavi on Bandra Dharavi Link Road, Bandra(E), Mumbai.**

- Bridge Dept, M.C.G.M. has proposed the widening & reconstruction of existing bridge across Mithi river at Dharavi on Bandra Dharavi Link Road, Bandra(E), Mumbai
- The proposal envisages, 2 additional carriage ways on either side of existing bridge, demolition of existing bridge & construction of new one at same place by increasing the length.
- These changes will help to increase the width of existing water course below bridge from 50 Mt. to 110 Mt. consequently improving water carrying capacity & helping to recede the flood water quickly from catchments area of Mithi river.
- The land under reference bearing C.S. No. 501 at Dharavi on Bandra Dharavi Link Road, Bandra (E) is not under any reservation.
- The land under reference belongs to Govt.& is in MMRDA jurisdiction.
- As per submitted application, concerned land falls under CRZ-I area
- It is affected by 50 mt. mangroves buffer zone.
- Area under proposal – 5000 Sqmt
- Width of existing and proposed water course below the bridge- 50 and 100 mt
- Width of existing and proposed bridge – 28.4 and 46.4 mt
- Length of existing and proposed bridge – 58.7 and 130 mt
- Proposed type of structure – Arch type bridge
- No of existing and proposed piers – 2 piers and 6 piers
- Debris generated – 1800 cubic metre.

**3) Reconstruction of bridge for existing Vaitarna Pipeline in G/North Ward**

- Bridge Dept, M.C.G.M. has proposed the widening & reconstruction of existing vaitarane pipe line bridge across Mithi river at Mahim(W).

- Proposal envisages, 2 additional carriage ways on either side of existing bridge, demolition of existing bridge & construction of new one at same place.
- As per M.C.G.M. these changes will help to increase the width of existing water course below bridge from 50 Mt. to 100 Mt. consequently improving water carrying capacity & helping to recede the flood water quickly from catchments area of Mithi River.
- As per application, the said land falls under CRZ- I area & situated on landward side of existing road & is affected by mangroves buffer zone.
- As per M.C.G.M. remarks, the proposed construction of bridge needs the excavation of embankments for widening the existing water course below bridge.
- Area under proposal – 2500 Sqmt
- Width of existing and proposed water course below the bridge- 50 and 100 mt
- Width of existing and proposed bridge – 10.8 and 12 mt
- Length of existing and proposed bridge – 50.25mt
- Length of proposed extension- 122.75 mt
- Total bridge length- 178 mt
- Debris generated – 500 mcube.

4) Widening and reconstruction of existing Tansa pipe line bridge across Mithi River at Mahim(E).

- Bridge Dept, M.C.G.M. has widening & reconstruction of existing Tansa pipe line bridge across Mithi river at Mahim(E).
- Proposal envisages, 2 additional carriage ways on either side of existing bridge, demolition of existing bridge & construction of new one at same place.
- These changes will help to increase the width of existing water course below bridge from 50 Mt. to 100 Mt. consequently improving water carrying capacity & helping to recede the flood water quickly from catchments area of Mithi River.
- As per application, the said land falls under CRZ- I area & situated on landward side of existing road & is affected by mangroves buffer zone.
- Area under proposal – 2500 Sqmt
- Width of existing and proposed bridge – 13.6 and 13.6 mt
- Length of existing and proposed bridge – 54.24 and 122.75 mt
- Length of proposed extension- 122.75 mt
- Total bridge length- 176.95 mt
- Debris generated – 700 cubic metre.

The Authority took note of Environment Management Plan which includes-

Air pollution- Road widening, Barricading the construction site, periodic maintenance of construction equipments and DG sets, covering jute sheet over the haul trucks carrying construction material

Noise Pollution - Construction activity restricted to day time only, use of earplugs and other protective devices for workers, use of well maintained equipments

Water Pollution- Temporary and permanent erosion control methods may include silt fences, floatation silt curtains, retention basins, detention ponds, riprap of exposed embankment and erosion mats.

The Authority noted that the proposed activities falls in CRZ IV (water area of Mithi River) as per the provisions of the CRZ Notification, 2011.

**5) Widening and Reconstruction of bridge over Mithi River at CST Road at Kurla (West) in 'L' Ward, Mumbai.**

The subject proposal was considered in the 83<sup>rd</sup> meeting of MCZMA held on 6.8.2013. The MCGM officials presented the proposal before the Authority. The Authority noted the followings-

1. The proposal is for widening and reconstruction of bridge over Mithi River at CST Road at Kurla (W) in 'L' ward, Mumbai.
2. New bridge is proposed in lieu of existing bridge to increased width of waterway below bridge will improve water carrying capacity and will help to reduce the flood water quickly from catchment area of Mithi River and due to widening of bridge, less traffic congestion near the bridge. The old bridge is to be demolished.
3. As per revised sanction Development Plan of Mumbai 1991, the land under reference is not reserved for any DP reservation / public purpose & it is in MCGM jurisdiction.
4. As per the approved CZMP of Greater Mumbai, the land under reference falls in CRZ II area.
5. Existing height of the bridge is 7m from river bed.
6. The total area of proposal is 6025sqmt

The Authority suggested MCGM that the height of the bridge could be increased by 1 mt, anticipating the Sea level rise due to climate change and other worst water logging scenarios.

The Authority after deliberation decided to recommend the proposal to MoEF subject to following conditions-

1. The proposed construction should be carried out strictly as per the provisions of CRZ Notification, 2011 (as amended from time to time) and guidelines/ clarifications given by MoEF time to time.
2. The height of the bridge could be increased by 1 mt, anticipating the Sea level rise due to climate change and other worst water logging scenarios.
3. Disposal of debris during construction phase should be as per MSW (M&H) rules, 2000.
4. Tidal flow of river should not be obstructed.
5. The project proponent should obtain prior High Court permission, if the proposal involves destruction of mangroves or construction falls within 50 mt buffer zone.
6. All other required permissions from different statutory authorities should be obtained prior to commencement of work

Accordingly, MCZMA vide letter dated 20.7.2013 & 26.9.2013 recommended the proposal to MoEF .

In the 83<sup>rd</sup> meeting Additional Commissioner, MCGM has presented the case and submitted details as bellow-

- Existing Bridges are across Mithi River at CST Road, Dharavi, Vaitarna, Tansa and Mahim Causeway in Mumbai.
- Width of Existing Water course below bridge is as follow:
  - CST Bridge - 50.60 m
  - Dharavi Bridge - 68.70 m
  - Vaitarna Bridge - 41.00 m
  - Tansa Bridge - 50.80m
  - Mahim Causeway - 42.50 m
  - Width of water course needs to be widened as per the recommendation of “**Fact Finding Committee**” under the chairmanship of **Shri. Chitale**.
- This will help to mitigate the flood effectively.
- Also, this will result in reducing the congestion of traffic in the case of CST, Dharavi and Mahim Causeway.

SR.	DESCRIPTION	SPECIFICATION OF BRIDGES				
		CST	Dharavi Bridge	Vaitarna Bridge	Tansa Bridge	Mahim Causeway
1	Area Under Proposal (Sq.m.)	4657.50	4862.25	773.05	752.22	5408.00
2	Status of land	MCGM	Govt. Land	Govt. Land	Govt. Land	Govt. Land
3	Location (Ward)	L Ward	H/East	G/North	G/North	G/North
4	Cost of Construction (Cr.)	32.86	31.14	10.32	6.98	67.54
5	Existing Length (m)					
	Proposed Length (m)	50.60	68.70	54.06	75.60	42.50
	<i>Total Length of Bridge (m)</i>	<b>103.50</b>	<b>108.50</b>	104.39	97.20	<b>104.00</b>
	<i>Waterway Length (m)</i>	-	-	<b>158.49</b>	<b>172.80</b>	-
				<b>111.90</b>	<b>118.6</b>	-
6	Existing Width	30.00	28.40	14.30	9.95	31.76
	Proposed Width	<b>45.00</b>	<b>45.00</b>	<b>15.24</b>	<b>9.95</b>	<b>52.00</b>
7	Proposed Type of Superstructure	I-Girder	I-Girder	2440mm Ø Pipe with Ring Girders	1800mm Ø Pipe with Ring Girders	Arch Bridge

8	Existing Piers (P) / Abutments (A) Proposed Piers (P) / Abutments (A)	2P 2P/ 3A	3 P / 2A 2P / 2A	5 P 10 P	6 P 10P	3 P / 2A 2 A
9	Project Duration	24 month	24 month	24 month	24 month	24 month
10	Debris Generated (Cum)	89403	41350	29180	19445	107784

3. The Authority also noted that, MoEF vide S.O. 3085(E) dated 28<sup>th</sup> Nov, 2014 amended CRZ Notification, 2011. Amendment in CRZ Notification, 2011 with respect to SEIAA is as follows:

*“In para 4.2, in sub-para(ii), after clause (b), the following clause shall be inserted*

*(c) SEIAA, for the projects specified under para 4(i) ( except with respect to item (d) thereof relating to building projects with less than 20,000 Sqm of built up area) and for the projects not attracting EIA Notification, 2006”*

4. It is further noted that Para 4.2(iii) of CRZ Notification 2011 stipulates that MoEF or SEIAA shall consider such projects for clearance based on the recommendations of the concerned CZMA within a period of sixty days.

In the 82<sup>nd</sup> meeting of SEIAA, the project proposal was discussed in detail. After detailed deliberations, SEIAA decided to grant clearance to the project subject to compliance of specific and general conditions stipulated in MCZMA letter dated 29.11.2014 & subject to implementation of the following terms and conditions :

**General Conditions for Pre- construction phase:-**

- (i) This environmental clearance is issued subject to land use verification. Local authority / planning authority should ensure this with respect to Rules, Regulations, Notifications, Government Resolutions, Circulars, etc. issued if any. Judgments/orders issued by Hon'ble High Court, Hon'ble NGT, Hon'ble Supreme Court regarding DCR provisions, environmental issues applicable in this matter should be verified. This environmental clearance issued with respect to the environmental consideration and it does not mean that State Level Impact Assessment Authority (SEIAA) approved the proposed land use.
- (ii) Tidal flow of river should not be obstructed.
- (iii) The project proponent should obtain prior High Court permission, if the proposal involves destruction of mangroves or construction falls within 50 mt buffer zone.

- (iv) All other required permissions from different statutory authorities should be obtained prior to commencement of work
- (v) PP has to abide by the conditions stipulated by MCZMA.
- (vi) All required sanitary and hygienic measures should be in place before starting construction activities and to be maintained throughout the construction phase

#### **General Conditions for Construction Phase-**

- (i) Provision shall be made for the housing of construction labour within the site with all necessary infrastructure and facilities such as fuel for cooking, mobile toilets, mobile STP, safe drinking water, medical health care, crèche and First Aid Room etc.
- (ii) Adequate drinking water and sanitary facilities should be provided for construction workers at the site. Provision should be made for mobile toilets. The safe disposal of wastewater and solid wastes generated during the construction phase should be ensured.
- (iii) The solid waste generated should be properly collected and segregated. dry/inert solid waste should be disposed off to the approved sites for land filling after recovering recyclable material.
- (iv) Disposal of muck during construction phase should not create any adverse effect on the neighboring communities and be disposed taking the necessary precautions for general safety and health aspects of people, only in approved sites with the approval of competent authority.
- (v) Arrangement shall be made that waste water and storm water do not get mixed.
- (vi) All the topsoil excavated during construction activities should be stored for use in horticulture / landscape development within the project site.
- (vii) Additional soil for leveling of the proposed site shall be generated within the sites (to the extent possible) so that natural drainage system of the area is protected and improved.
- (viii) Construction spoils, including bituminous material and other hazardous materials must not be allowed to contaminate watercourses and the dumpsites for such material must be secured so that they should not leach into the ground water.
- (ix) Any hazardous waste generated during construction phase should be disposed off as per applicable rules and norms with necessary approvals of the Maharashtra Pollution Control Board.
- (x) The diesel generator sets to be used during construction phase should be low sulphur diesel type and should conform to Environments (Protection) Rules prescribed for air and noise emission standards.
- (xi) The diesel required for operating DG sets shall be stored in underground tanks and if required, clearance from concern authority shall be taken.
- (xii) Vehicles hired for bringing construction material to the site should be in good condition and should have a pollution check certificate and should conform to applicable air and noise emission standards and should be operated only during non-peak hours.
- (xiii) Ambient noise levels should conform to residential standards both during day and night. Incremental pollution loads on the ambient air and noise quality should be closely monitored during construction phase. Adequate measures should be made to reduce ambient air and noise level during construction phase, so as to conform to the stipulated standards by CPCB/MPCB.
- (xiv) Fly ash should be used as building material in the construction as per the provisions of Fly Ash Notification of September 1999 and amended as on 27th August, 2003.


(The above condition is applicable only if the project site is located within the 100Km of Thermal Power Stations).

- (xv) The approval of competent authority shall be obtained for structural safety of the construction due to any possible earthquake, adequacy of fire fighting equipments etc. as per National Building Code including measures from lighting.
- (xvi) Water demand during construction should be reduced by use of pre-mixed concrete, curing agents and other best practices referred.
- (xvii) The ground water level and its quality should be monitored regularly in consultation with Ground Water Authority.
- (xviii) Noise should be controlled to ensure that it does not exceed the prescribed standards. During nighttime the noise levels measured at the boundary of the building shall be restricted to the permissible levels to comply with the prevalent regulations.
- (xix) Traffic congestion near the entry and exit points from the roads adjoining the proposed project site must be avoided.
- (xx) Six monthly monitoring reports should be submitted to the Regional office MoEF, Bhopal with copy to this department and MPCB.

#### **General Conditions for Post- construction/operation phase-**

- (i) A separate environment management cell with qualified staff shall be set up for implementation of the stipulated environmental safeguards.
  - (ii) Separate funds shall be allocated for implementation of environmental protection measures.
  - (iii) The project management shall advertise at least in two local newspapers widely circulated in the region around the project, one of which shall be in the Marathi language of the local concerned within seven days of issue of this letter, informing that the project has been accorded environmental clearance and copy also be seen at Website at <http://ec.maharashtra.gov.in>.
  - (iv) Project management should submit half yearly compliance reports in respect of the stipulated prior environment clearance terms and conditions in hard & soft copies to the MPCB & this department, on 1<sup>st</sup> June & 1<sup>st</sup> December of each calendar year.
  - (v) The project proponent shall also submit six monthly reports on the status of compliance of the stipulated EC conditions including results of monitored data (both in hard copies as well as by e-mail) to the respective Regional Office of MoEF, the respective Zonal Office of CPCB and the SPCB.
  - (vi) The environmental statement for each financial year ending 31<sup>st</sup> March in Form-V as is mandated to be submitted by the project proponent to the concerned State Pollution Control Board as prescribed under the Environment (Protection) Rules, 1986, as amended subsequently, shall also be put on the website of the company along with the status of compliance of EC conditions and shall also be sent to the respective Regional Offices of MoEF by e-mail.
4. All the specific & general conditions as stipulated in MCZMA recommendation letter dated 29.11.2014 should be complied with.

5. The environmental clearance is being issued without prejudice to the action initiated under EP Act or any court case pending in the court of law and it does not mean that project proponent has not violated any environmental laws in the past and whatever decision under EP Act or of the Hon'ble court will be binding on the project proponent. Hence this clearance does not give immunity to the project proponent in the case filed against him, if any or action initiated under EP Act.
6. In case of submission of false document and non compliance of stipulated conditions, Authority/ Environment Department will revoke or suspend the Environmental Clearance without any intimation and initiate appropriate legal action under Environmental Protection Act, 1986.
7. The Environment department reserves the right to add any stringent condition or to revoke the clearance if conditions stipulated are not implemented to the satisfaction of the department or for that matter, for any other administrative reason.
8. **Validity of Environment Clearance:** The environmental clearance accorded shall be valid for a period of 5 years.
9. In case of any deviation or alteration in the project proposed from those submitted to this department for clearance, a fresh reference should be made to the department to assess the adequacy of the condition(s) imposed and to incorporate additional environmental protection measures required, if any.
10. The above stipulations would be enforced among others under the Water (Prevention and Control of Pollution) Act, 1974, the Air (Prevention and Control of Pollution ) Act, 1981, the Environment (Protection) Act, 1986 and rules there under, Hazardous Wastes (Management and Handling ) Rules, 1989 and its amendments, the public Liability Insurance Act, 1991 and its amendments.
11. Any appeal against this environmental clearance shall lie with the National Green Tribunal (Western Zone Bench, Pune), New Administrative Building, 1<sup>st</sup> Floor, D-, Wing, Opposite Council Hall, Pune, if preferred, within 30 days as prescribed under Section 16 of the National Green Tribunal Act, 2010.

  
(Ajoy Mehta)  
Principal Secretary,  
Environment department &  
MS, SEIAA

**Copy to:**

1. Shri. R. C. Joshi, IAS (Retd.), Chairman, SEIAA, Flat No. 26, Belvedere, Bhulabhai desai road, Breach candy, Mumbai- 400026.
2. Shri. Jagdish Joshi, Chairman, SEAC-III, 3 Tahiti CHS Juhu- Versova Link Road, Andheri (W), Mumbai- 400.
3. Additional Secretary, MoEF & CC, Indira Paryavaran Bhavan, Jorbagh Road, Aliganj, New Delhi-110003.
4. Member Secretary, Maharashtra Pollution Control Board, with request to display a copy of the clearance.
5. Member Secretary, MCZMA,

6. The CCF, Regional Office, Ministry of Environment and Forest (Regional Office, Western Region, Kendriya Paryavaran Bhavan, Link Road No- 3, E-5, Ravi-Shankar Nagar, Bhopal- 462 016). (MP).
7. Regional Office, MPCB, Mumbai.
8. Collector, Mumbai
9. IA- Division, Monitoring Cell, MoEF & CC, Indira Paryavaran Bhavan, Jorbagh Road, Aliganj, New Delhi-110003.
10. Select file (TC-3)

(EC uploaded on 4/4/2015 )