

MAHARASHTRA COASTAL ZONE MANAGEMENT AUTHORITY

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No. IA/MH/CRZ/569827/2026

Office of the -

Maharashtra Coastal Zone Management
Authority, Environment & Climate Change
Department, 15th Floor, New Administrative
Building, Mantralaya, Mumbai- 400 032

Date: 01st July, 2026

To,
Executive Engineer,
MMRDA,
MMRDA Office Building, Bandra-Kurla Complex,
E Block, Bandra (East), Mumbai

Subject: Proposed underground road connectivity from Eastern Freeway-Orange Gate to Coastal road at Marine Drive, Mumbai by Shekhar Bhadane, MMRDA

The Maharashtra Coastal Zone Management Authority in its 196th & 198th meeting held on 17th April, 2026 & 16th June, 2026 respectively deliberated the proposal of underground road connectivity from Eastern Freeway-Orange Gate to Coastal road at Marine Drive, Mumbai.

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

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

4. The Authority noted that, MMRDA officials presented that, the project is necessary to reduce the traffic congestion at P D'Mello junction and provide a seamless East-West connectivity across the Mumbai city. The proposed project is located in South Mumbai in Maharashtra. The project alignment starts at existing road behind the Mumbai Port Trust at 18°57'54.14"N 72°50'44.58"E and ends near marine drive at 18°57'2.39"N 72°49'5.22"E.

5. The Authority noted that, the proposed East-West connectivity in south Mumbai involves two tunnels originating at the Eastern Freeway in Mumbai, with one exit planned at Mumbai coastal road near Saifee Hospital. To accommodate the expected surge in traffic emerging from this tunnel, it is essential to expand the existing marine drive road/lane configuration (4 lanes towards Nariman point and 4 lanes towards Girgaon) to 3+3+3+4 lanes (3 lanes towards Nariman point, 3 for the tunnel exit traffic towards Nariman point, 3 lanes for the tunnel entry towards eastern freeway and 4 lanes towards Girgaon). Without this lane expansion, traffic bottlenecks will severely compromise the efficiency and intended benefit of

the tunnel infrastructure. However, due to space constraints on the landward side, the only viable option is to expand the existing promenade towards the sea. This approach is to ensure the structural stability while also maintaining the iconic Queen's Necklace Arc. Therefore, the promenade extension is not only integral to managing traffic dispersal but also represents balanced solution between infrastructure needs and engineering challenges.

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

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

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

- Project is located in urban developed environment of Mumbai city. The ramps near eastern freeway and cut and cover near the entry and exit points of the tunnel are the above ground structures. Eastern end of the project is mainly surrounded by commercial land of MbPT, central railway car shed, truck parking areas, Godowns etc. The western end of the project is represented by coastal urban area near Marine Drive in Mumbai. There is no dense vegetation in immediate surrounding of the project. Very small patch of trees is present near railway car shed, along P D'Mello road and MbPT parking. Marine drive and Girgaon chowpatty are important tourist places in west south Mumbai.
- The promenade construction in intertidal area will have impact on benthic fauna from habitat disturbance. Therefore, the severity of the impact is classified as high. The spatial extent of the impact is anticipated to be confined to the construction area, hence ranked as moderate. As the impact is limited to the construction phase, the duration of impact is ranked as moderate. The impact on marine flora and fauna can not be avoided. Hence probability of impact is ranked high. The overall significance of the impact is estimated to be low.
- Sedentary benthic fauna will be affected during promenade construction activity due to loss of habitat and burial.
- Construction activity should be carried out during low tide period to minimize sediment resuspension and avoid turbidity of water
- Vehicular traffic management plan to be implemented so as to maintain the smooth traffic flow and avoid congestion inside tunnel during normal operations.

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

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

	Outside CRZ	
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9. The Authority noted that the MCZMA in its 196th meeting of the MCZMA held on 17th April, 2026, recommended the proposal to MoEF&CC, in view of the para 7(iii) of the CRZ Notification, 2019.

10. The Authority noted that, the consultant presented that, the proposal was considered in EAC, New Delhi meeting held on 13.5.2026 wherein the EAC observed that, the proposed change in road alignment, for which amendment has been sought from the Ministry, would require consideration by MoEF&CC only if the alignment passes through CRZ I or CRZ IV area. In the present case, the revised road alignment does not involve any CRZ I or CRZ IV areas. However, the Committee noted that the additional component, namely the proposed promenade, falls within the CRZ IB area and was not part of the CRZ clearance granted vide letter dated 7.3.2024 by MCZMA as per the CRZ Notification, 2019.

11. The Authority noted that the EAC, New Delhi suggested that MCZMA, being competent Authority for CRZ II areas, may examine the PP's proposal for amendment to the existing CRZ clearance dated 7.3.2024 with respect to the Change in road alignment at their own level, as it is in the CRZ II area and take appropriate action. However, for constructing the promenade the PP may submit a separate standalone application for CRZ clearance as per the existing procedure. Accordingly, the Committee recommended that, the proposal, its present form, may be returned with advise to take action.

12. The Authority noted that the PP requested to consider the application only for road alignment in CRZ-II & CRZ-II (NDZ). The PP has submitted the separate application for promenade which is in CRZ IB area. The Authority noted the present proposal of the underground road connectivity from Eastern Freeway-Orange Gate to Coastal road at Marine Drive, Mumbai which is passing through CRZ II and partly in CRZ II (NDZ) area.

13. The Authority noted the para 7(iii) of the CRZ Notification, 2019

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

14. The Authority noted that, as per para 10.3 of the CRZ Notification, 2019, construction of civic amenities is permissible activity in CRZ II (NDZ) area. The Authority noted that, the project is vital infrastructures project for the city of Mumbai for easing the traffic and reducing the travel time. However, considering the underground project, MMRDA need to implement all safety measures along with proper disaster management plan during construction and operation phase of the project.

15. In the light of above, the Authority after deliberation decided to grant CRZ clearance to the proposal under CRZ Notification, 2019 (Road alignment in CRZ area) subject to following conditions:

Specific Conditions:

- i. 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.

- ii. Construction activity should be carried out during low tide period to minimize sediment resuspension and avoid turbidity of water
- iii. Vehicular traffic management plan to be implemented so as to maintain the smooth traffic flow and avoid congestion inside tunnel during normal operations.
- iv. MMRDA need to implement all safety measures along with proper disaster management plan during construction and operation phase of the project.
- v. No labour camp are allowed in CRZ area & it should also be ensured that the waste water from these entities should not be released into sea. Mobile toilets with mobile STPs to be provided in work front area.
- vi. Debris generated during the project activity should not be dumped in CRZ area. It should be processed scientifically at a designated place.
- vii. PP to ensure that best industrial practices should be followed for fire safety measures and for conservation of coastal environment
- viii. There shall be no disposal of solid or liquid waste in the coastal area. Solid waste management shall be as per Solid Wastes Management Rules, 2016.
- ix. During the construction phase, all possible efforts/ measures should be taken to maintain the coastal ecology and biodiversity.
- x. MMRDA to ensure noise barriers are erected at appropriate locations.
- xi. Project proponent should implement Environment Management plan for the project effectively and efficiently during construction and operational phase of the project to ensure that coastal environment is protected. It is also suggested to have a third-party monitoring/Audit of all such management initiatives by Govt agency during and after completion of project from time to time.
- xii. All the other mandatory permission from different statutory authorities should be obtained prior to the commencement of work of project.

General Conditions:

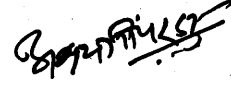
a) Construction Phase:

- i. The solid waste generated should be properly collected and segregated. Dry/inert solid waste should be disposed of to the approved sites for land filling after recovering recyclable material.
- ii. Disposal of muck, Construction spoils, including bituminous material during construction phase should not create any adverse effect on the neighbouring communities and be disposed taking the necessary precautions for general safety and health aspects of people, only in the approved sites with the approval of competent authority.
- iii. Any hazardous waste generated during construction phase should be disposed of as per applicable rules and norms with necessary approvals of the Maharashtra Pollution Control Board.
- iv. 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.
- v. PP to strictly adhere to all the conditions mentioned in Maharashtra (Urban Areas) Protection and Preservation of Trees Act, 1975 as amended during the validity of Environment Clearance.
- vi. Regular supervision of the above and other measures for monitoring should be in place all through the construction phase, so as to avoid disturbance to the surroundings by a separate environment cell /designated person.

b) General MCZMA Conditions:

- i. In case of any change in project profile, the project would require fresh appraisal by the MCZMA.
- ii. The MCZMA or any other competent authority, concerned planning authority may stipulate any additional conditions subsequently, if deemed necessary.
- iii. PP to submit an indemnity bond indemnifying the MCZMA from any legal consequences.
- iv. The clearance accorded to the projects under CRZ Notification, 2019 shall be valid for a period of seven years, provided that the construction activities are completed and the operations commence within seven years from the date of issue of such clearance: Provided that the period of validity of the CRZ clearance may be extended by a maximum period of three years, if an application is made by the applicant within the period of validity of the CRZ Clearance along with the recommendations for extension of validity of the clearance by the Coastal Zone Management Authority concerned.
- v. The recommendation from CRZ point of view 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 recommendation does not give immunity to the project proponent in the case filed against him, if any or action initiated under EP Act.
- vi. PP has to strictly abide by the conditions stipulated by the MCZMA.
- vii. Under the provisions of Environment (Protection) Act, 1986, legal action shall be initiated against the project proponent if it was found that construction of the project has been started without obtaining MCZMA clearance.
- viii. No further Expansion or modifications, other than mentioned in the CRZ Notification, 2011 / 2019 and its amendments, shall be carried out without prior approval of the MCZMA. In case of deviations or alterations in the project proposal from those submitted to MCZMA for clearance, a fresh reference shall be made to the MCZMA as applicable to assess the adequacy of conditions imposed and to add additional environmental protection measures required, if any.
- ix. This MCZMA clearance is issued subject to obtaining NOC from Forestry & Wild life angle including clearance from the standing committee of the National Board for Wild life as if applicable & this MCZMA clearance does not necessarily implies that Forestry & Wild life clearance granted to the project which will be considered separately on merit.
- x. MCZMA reserves the right to cancel / revoke CRZ permission in case of any violation of CRZ Notification, 2011 /2019 issued by the MoEF&CC, New Delhi amended from time to time without prejudice to any liability on MCZMA.
- xi. The MCZMA 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 in the case filed against him, if any or action initiated under EP Act.
- xii. This MCZMA Clearance is issued purely from an CRZ point of view without prejudice to any court cases and all other applicable permissions / NoCs.
- xiii. In case of submission of false document and non-compliance of stipulated conditions, MCZMA will revoke or suspend the MCZMA Clearance without any intimation and initiate appropriate legal action under Environment Protection Act, 1986.
- xiv. The above stipulations would be enforced among others under the Water (Prevention and Control of Pollution) Act, 1974, the Air (Prevention & 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.

- xv. Any appeal against this MCZMA clearance shall lie with the National Green Tribunal (Western Zone Bench, Pune) New Administrative building, 1st floor, D wing, Opposite Council Hall, Pune, if prepared, within 30 days as prescribed under section 16 of the National Green Tribunal Act, 2010.
16. Agenda item & minutes of the meeting is available on the website of MCZMA & Parivesh i.e. <http://mczma.gov.in> and <https://parivesh.nic.in/> respectively.



(Abhay Pimparkar)

Director, Environment & MS, MCZMA

Copy for information to:

1. **Secretary (Environment & CC) & Chairperson, (MCZMA)**, Environment & CC Department, Room No. 217 (Annex), Mantralaya, Mumbai - 32.
2. **Director (IA-III)**, Coastal Zone Regulation, Government of India, Ministry of Environment, Forests & Climate Change, Indira Paryavaran Bhavan, JorBagh Road, New Delhi - 110 003
3. **Additional Principal Chief Conservator of Forests (APCCF) and Nodal Officer, MoEF&CC**, First Floor, 'B' Wing, the Van Bhavan, Civil Lines, Nagpur - 440001
4. **Member Secretary**, Maharashtra Pollution Control Board, Kalpataru Point, 3rd and 4th floor, Road No. 8, Sion Circle, opp. PVR Theater, Mumbai - 22
5. **District Collector, Mumbai City**, Old Custom House, Shahid Bhagat Singh, Fort, Mumbai - 01
6. **Municipal Commissioner**, Municipal Corporation of Greater Mumbai, Mahapalika Marg, Fort, Mumbai - 01
7. **Select File -TC 4**