

137th MEETING

TAMIL NADU STATE COASTAL ZONE MANAGEMENT AUTHORITY

Date: 17.10.2025 (Friday)

Time: 04.30 P.M.

Venue:

**7th Floor, Conference Hall,
Environment, Climate Change &
Forests Department,
Namakkal Kavignar Maaligai,
Secretariat, Chennai - 600 009.**

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Agenda Item No. 01: Confirmation of the minutes of the 136th meeting of the Tamil Nadu State Coastal Zone Management Authority held on 29.08.2025

The 136th meeting of the Tamil Nadu State Coastal Zone Management Authority was held on 29.08.2025 and the minutes were communicated to the Members of the Authority, vide this office letter No. P1/1832/2024 dated 08.09.2025.

Agenda Item No.02: The action taken on the decisions of 136th meeting of the Authority held on 29.08.2025.

S. No	Subject	Action taken
01	Proposed Underground Sewerage scheme (UGSS) in Cuddalore City Municipal Corporation, Cuddalore, Cuddalore district by the Commissioner, Cuddalore City Municipal Corporation, Cuddalore district	As resolved by the Authority, the proposal has been recommended to MoEF & CC, GoI, for issuing Clearance, vide Letter No. P1/ DOECC/ 957 / 2025 dated 09.10.2025
02	Proposed installation of Ground Mounted Solar Power Plant with 0.25 MW capacity at old S.No.15/2A2A/A1A and New S. No. 15/12A2, Injambakkam village, Sholinganallur Taluk, Chennai District by Ms. Mukthaa P, D/o. Mr. Pratish Vedhappudi, New No.90, Old No.11, Shenoy Nagar, Chennai	As resolved by the Authority, the proposal has been recommended to MoEF & CC, GoI, for issuing Clearance, vide letter No. P1/ 1930 / 2024 dated 04.09.2025

03	Proposed Development of Berths I to IV (outer) as container Terminals including Dredging and Construction of Breakwater at VOC Port on DBFOT Basis, Thoothukudi district by The Chief Engineer, M/s. V. O. Chidambaranar Port Authority, Administrative Office, Harbour Estate, Thoothukudi district	As resolved by the Authority, the proposal has been recommended to MoEF & CC, GoI, for issuing Clearance, vide letter No. P1/DOECC/644/ 2025 dated 04.09.2025
04	Proposals for transfer of Name in EC & CRZ Clearances by M/s Tamil Nadu Power Generation Corporation Limited (TNPGL). 1) Expansion by addition of 1 × 800 MW (Stage - III) North Chennai TPP and CRZ clearance for foreshore facilities at Village Ennore & Puzhuvakkam Village, Ponneri Taluk, Tiruvallur district 2) Captive coal jetty and Pipe conveyor system for the coal logistics required for the Udangudi Super Critical Thermal Power Project Stage-I (2 × 660 MW) 3) ETPS Exp TPP - (1 × 660 MW) supercritical Thermal power project (Expansion) at Ernavur village, Ennore, Chennai district 4) Uppur STPP - 2 × 800 MW supercritical Thermal power project and CRZ clearance for the foreshore facilities (cooling water intake and outfall structures) at Villages Uppur, Valamavoor & Thiruppalaikudi, Tiruvadanai Taluk, Ramanathapuram district	As resolved by the Authority, the proposal has been recommended to MoEF & CC, GoI, for transfer of Name in EC & CRZ Clearance, vide letter dated 04.09.2025
05	Proposed construction of Shopping Complex & Multipurpose Hall at Tiruchendur Taluk in Thoothukudi district by Thiru Kumaran, Adyar, Chennai district	As resolved by the Authority, the proposal has been recommended to DTCP, for issuing Clearance, vide Letter No. P1/DOECC/60/2025 dated 05.09.2025

06	Proposed construction of Matha Ice plant at S. F. Nos. 213/6C & 213/7A1A2, Painkulam Village, Killiyur Taluk, Kanyakumari District by Mr. L. Robert Bruce, Parakani, Thengapattanam PO, Kanyakumari District	As resolved by the Authority, the proposal has been recommended to DTCP, for issuing Clearance, vide letter No. P1/DOECC/729/2025 dated 08.09.2025
07	Digging of natural sand in the seafront area being observed near M/s. Ideal Beach Resort, situated at Mamallapuram - Violating as per CRZ Notification, 2011 - Show Cause Notice issued - Personal Appearance conducted - Environmental Compensation (Discussion)	As resolved by the Authority, letter was sent to TNPCB for vetting Environmental Compensation vide Letter No. P1/2326/2023, dated 05.09.2025 & reminder letter No. P1/2326/2023 was also sent on 15.10.2025.
08	Complaint received on alleging levelling of sand dunes and removal of Palmyra Palm Trees at Naravakkam Village, Marakkanam Taluk, Villupuram district (Discussion)	As resolved by the Authority, letter was sent to TNPCB for vetting Environmental Compensation vide letter No. P1/Efile/DOECC/449/2025, dated 10.09.2025 & reminder letter was also sent on 14.10.2025
09	Procurement of Personal Computers with Print-cum-Scanner for 14 newly recruited Coastal Assistants, working under DCZMAs across 14 Coastal Districts of Tamil Nadu from State Coastal Zone Development Funds. (Discussion)	As resolved by the Authority, Personal Computers with Print-cum-Scanner for 14 newly recruited Coastal Assistants, action is being initiated to procure through ELCOT online portal.
10	Coastal Regulation Zone - Tamil Nadu State Coastal Zone Management Authority (TNSCZMA) - Reconstitution of Technical Expert Committee (TEC) under TNSCZMA and Revision of Sitting Fee for Expert Members (Discussion)	As resolved by the Authority, the proposal for the reconstitution of the TEC has been sent to Government.
11	Reimbursement of expenditure incurred towards organising Training Programme for Newly Recruited Assistants in 14 Coastal Districts of Tamil Nadu, held on 26th and 27th May 2025 from State Coastal Zone Development Funds to EMAT (Discussion)	As resolved by the Authority, the Member-Secretary, TNSCZMA has reimbursed Rs. 90,307/-, from State Coastal Zone Development Funds to EMAT.

Agenda Item No 3: Proposed Construction of International Dugong Conservation Centre at Manora, Sarabendrarajanpattinam village, Pattukottai Taluk, Thanjavur district by the District Forest Officer, Thanjavur Forest Division, Thanjavur (SW/262267/2025)

The District Coastal Zone Management Authority, Thanjavur has forwarded a proposal received from the District Forest Officer, Thanjavur Forest Division, Thanjavur for the proposed Construction of International Dugong Conservation Centre at Manora, Sarabendrarajanpattinam village, Pattukottai Taluk, Thanjavur district. The EIA report prepared by M/s. Hubert Enviro Care Systems (P) Limited, Chennai having NABET certificate upto 31.03.2027.

Need of the Project:

- Dugong conservation plays a crucial role in safeguarding the delicate balance of marine ecosystems and preserving the biodiversity of our oceans.
- As gentle marine giants, dugongs are considered a keystone species, exerting a significant influence on the structure and function of coastal habitats. Their grazing activities help maintain sea grass meadows, which serve as essential nurseries and feeding grounds for numerous marine species, including commercially important fish and shellfish.
- By protecting dugongs and their habitats, we are indirectly preserving the intricate web of life that depends on these ecosystems.
- Furthermore, dugongs have significant cultural and economic value in many coastal communities. They are an important cultural symbol and hold spiritual significance for various indigenous cultures.

Brief Description of the Project:

M/s. Tamil Nadu Forest Division has been Proposed Construction of International Dugong Conservation Centre at Manora, Sarabendrarajanpattinam village, Pattukottai Taluk, Thanjavur, Tamil Nadu. As per Wild life Protection Act 1972 and its amendment 2022, Dugong (Dugong dugon) also called as 'Sea Cow' is one of the four surviving species in the Order Sirenia and it is the only existing species of herbivorous mammal that lives exclusively in the sea including in India. Dugongs are protected in India and occur in Gulf of Mannar, Palk Bay, Gulf of Kutch and Andaman and Nicobar Islands. Once abundant in

Indian waters, Dugong conservation is nothing but coastal conservation being a flagship species in its range. However, this fascinating creature is currently facing numerous threats to its existence, making dugong conservation of paramount importance.

Dugong conservation center:

Total land area is 22932.69 Sq.m in which dugong conservation center has 2999.9 sq.m (G+1 Floor), Museum (1167.29 Sq.m), Nutrition centre (842.02Sq.m), Ancillary building (Toilet block and office) (174.49 sq. m), Eco hub (78.83 Sq.m), Open Air theatre (874.8 Sq.m), Field Equipment Store (28.38 Sq.m), Children's outdoor experience and learning Centre (211.86 Sq.m). The project involves

- Public Zone: Dugong shaped main building, Tunnel Aquarium, 7D Theatre with digital immersive technology, Museum, Ancillary building (Toilet block and office) children's park, Open Air Theatre (OAT), Parking, Eco hub and Nutrition centre, Selfie Points, Water Points and the grand entrance Plaza.
- Semi Public Zone: Training center, Dugong monitoring lab and Sea grass research lab
- Private zone: Staff accommodation and services spaces.

Rehabilitation center:

The total area of the Rehabilitation Centre is 362.49 sq. m. A 24m platform will be constructed at the distance of 84 m from the seashore for the Rehabilitation of Injured Dugong. 100mm dia GI vertical pipe with corrosion resistance will be fixed on the seabed at the varying depth of 2.5m to 6.5 m. The 75mm dia GI vertical pipe with corrosion resistance at the width of the deck main pathway will be 1.5m and the width of the feeding deck will be 1.8m. HDPE net will be attached with the end of the feeding deck for the movement for dugong. It will be anchored with concrete anchor. There will be 20 GI vertical pipes from the seashore to the pathways each at the distance of 4.2m.

Mangrove pathway:

The total area of the Mangrove structure is 4664.91 sq. m. A bridge of 33m length and 6m width will be constructed from the seashore to the mangroves across the backwater. There will be 6 gazebo, 1 Eco tower and 3 Sea view gazebo constructed in this mangrove pathway. The width of each gazebo will be 7 m. The width of the mangrove pathway will be 3m. The center width radius of the Eco tower will be 15m. The center

width sea view gazebo will be 4.5 m. The material of the construction for the bridge, mangrove pathway and Sea view will be Wood, steel and concrete.

Area details of the proposed project:

The Total land area is 22932.69 Sq.m in which dugong conservation center has 2999.9 sq.m (G+1 Floor), Museum (1167.29 Sq.m), Nutrition centre (842.02Sq.m), Ancillary building (Toilet block and office) (174.49 sq. m), Eco hub (78.83 Sq.m), Open Air theatre (874.8 Sq.m), Field Equipment Store (28.38 Sq.m), Children's outdoor experience and learning Centre (211.86 Sq.m). The total area of the Rehabilitation Centre is 362.49 sq. m. The total area of the Mangrove structure is 4664.91 sq. m. A platform will be constructed at the distance of 84 m from the seashore for the Rehabilitation of Injured Dugong.

A. Details of Land Area Breakup:

S. No	Description	Area in sq.m
1	Plot Coverage	5043.8
2	Vacant Land	7529.41
3	Roads /paving	2385.05
4	Greenbelt	7567.78
5	Car Parking	165.91
6	Detention Pond	240.74
Total Area for Dugong conservation centre		22932.69
Total Area for Dugong Rehabilitation Centre		362.49

S. No	Description	Area in Sq.m
1.	Bridge	224.41
2.	Eco tower	570.67
3.	Gazebo	334.84
4.	Pathway	3490.1
Total		4664.91

B. Details of Built Area Breakup:

S. No	Block	Description	Total built up area in Sq. m
1	Dugong centre	G+1 Floor	1499.95
2	Marine Museum	-	1167.29
3	Nutrition centre	-	842.02
4	Ancillary building (Toilet block and office)	-	174.49
5	Eco hub	-	79.1
6	Open Air theatre	-	874.8
7	Field Equipment Store	-	28.38
8.	Children's outdoor experience and learning Centre	-	211.86
9.	Car Parking	-	165.91
Total			5043.8

C. Area break up details with CRZ classification:

S. No	Proposed Project Activities	Area in Sq.m							
		Mangroves CRZ IA	50 m Mangrove Buffer Zone - CRZ IA	Sea grass - CRZ IA	Inter tidal Zone - CRZ IB	No Development Zone - CRZ III	200 to 500 m from HTL - CRZ III	Water body - CRZ IVB	Total
Mangrove Pathway									
1	Bridge	-	224.41	-	-	-	-	-	224.41
2	Eco tower	274.98	295.69	-	-	-	-		570.67
3	Gazebo	152.71	127.45	-	-	13.5	-	41.19	334.85
4	Pathway	1688.76	1256.77	-	-	533.5	-	11.07	3490.1
Dugong Rehabilitation and treatment zone									
5	Dugong Rehabilitation and treatment zone	-	-	289.65	57.13	15.72	-	-	362.49
Dugong Conservation centre									
1	Ancillary Building	-	-	-	-	43.64	130.85	-	174.49
2	Car parking	-	-	-	-	24	141.91	-	165.91

3	Children's outdoor experience and learning Centre	-	-	-	-	211.86	-	-	211.86
4	Detention Pond	-	-	-	-	240.74	-	-	240.74
5	Dugong Building	-	-	-	-	1499.95	-	-	1499.95
6	Dugong Statue	-	-	-	-	-	38.83	-	38.83
7	Eco hub	-	-	-	-	78.83	-	-	78.83
8	Entrance Pavillion	-	-	-	-	274.64	2.93	-	277.57
9	Field Equipment Store	-	-	-	-	28.38	-	-	28.38
10	Roads and Paving	-	-	-	-	2355.04	30.01	-	2385.05
11	Marine Museum	-	-	-	-	1167.29	-	-	1167.29
12	Nutrition Centre	-	-	-	-	842.02	-	-	842.02
13	OAT	-	-	-	-	874.8	-	-	874.8

Location of the project site:

The Proposed International Dugong Conservation Reserve falls under CRZ IA, CRZ IA (50 meters mangroves buffer zone), CRZ IB, CRZ III, CRZ III (No Development Zone) and CRZ IVB as per CRZ notification 2011. The site coordinates of the proposed site is given below

S. No	Latitude (N)	Longitude (E)	S. No	Latitude (N)	Longitude (E)
1	10° 16' 3.333"	79° 18' 13.232"	24	10° 15' 58.821"	79° 18' 24.306"
2	10° 16' 3.567"	79° 18' 14.447"	25	10° 15' 57.823"	79° 18' 23.943"
3	10° 15' 58.721"	79° 18' 15.064"	26	10° 15' 56.591"	79° 18' 25.547"
4	10° 15' 58.559"	79° 18' 13.801"	27	10° 15' 56.406"	79° 18' 25.762"
5	10° 15' 57.447"	79° 18' 13.917"	28	10° 15' 56.495"	79° 18' 25.473"
6	10° 15' 57.223"	79° 18' 11.875"	29	10° 15' 57.653"	79° 18' 23.825"
7	10° 15' 56.618"	79° 18' 9.671"	30	10° 15' 56.993"	79° 18' 23.102"
8	10° 15' 58.288"	79° 18' 8.423"	31	10° 15' 56.664"	79° 18' 22.243"
9	10° 15' 58.326"	79° 18' 16.16"	32	10° 15' 55.624"	79° 18' 22.428"
10	10° 15' 58.517"	79° 18' 17.264"	33	10° 15' 55.327"	79° 18' 22.416"
11	10° 15' 58.717"	79° 18' 18.161"	34	10° 15' 55.604"	79° 18' 22.309"
12	10° 16' 0.65"	79° 18' 19.532"	35	10° 15' 56.639"	79° 18' 22.131"
13	10° 16' 1.719"	79° 18' 21.397"	36	10° 15' 56.986"	79° 18' 20.262"
14	10° 16' 1.356"	79° 18' 23.103"	37	10° 15' 58.42"	79° 18' 18.209"
15	10° 16' 3.302"	79° 18' 24.541"	38	10° 15' 58.116"	79° 18' 16.199"
16	10° 16' 3.351"	79° 18' 24.832"	39	10° 15' 59.051"	79° 18' 21.533"
17	10° 16' 1.238"	79° 18' 23.281"	40	10° 15' 59.28"	79° 18' 21.974"
18	10° 16' 0.418"	79° 18' 24.004"	41	10° 15' 56.674"	79° 18' 13.084"
19	10° 15' 59.673"	79° 18' 24.276"	42	10° 15' 53.96"	79° 18' 13.414"
20	10° 15' 59.789"	79° 18' 24.934"	43	10° 15' 53.995"	79° 18' 13.808"
21	10° 15' 59.785"	79° 18' 25.233"	44	10° 15' 53.702"	79° 18' 13.875"
22	10° 15' 59.671"	79° 18' 24.956"	45	10° 15' 53.6"	79° 18' 13.054"
23	10° 15' 59.561"	79° 18' 24.297"	46	10° 15' 53.926"	79° 18' 13.02"

Man power requirement:

Construction Phase: Temporary: 100 Nos, Permanent: 10 Nos

Operational Phase: Visitors: 3000 Nos, Staffs: 56 Nos

Water requirement:

Construction Phase: Total Water requirement is 20KLD (Domestic:3 KLD, Flushing: 2.5 KLD; Construction purpose: 10KLD; Dust suppression: 4.5 KLD). The source of water is through TWAD.

S. No	Activities	Water Requirement (KLD)
1	Domestic	3
2	Flushing	2.5
3	Construction activities	10
4	Dust suppression	4.5

Total	20
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Operation Phase: Total Water requirement is **84.07 KLD**. Fresh water requirement will be 38.95KLD. Treated water generated will be 45.12 KLD. The treated water will be used for flushing and greenbelt. The Source of fresh water is through TWAD.

S. No	Activities	Fresh Water Requirement (KLD)	Treated water Requirement (KLD)	Total water Requirement (KLD)
1	Domestic	16.4	0	16.4
2	Flushing	0	31.12	31.12
3	Tunnel Aquarium	9	0	9
4	Greenbelt	13	14	27
5	Firefighting	0.55	-	0.55
Total		38.95	45.12	84.07

Power requirement

Construction Phase:

- 10 kV Sourced from TANGEDCO
- 125 kVA for power backup

Operation Phase:

Details	UoM	Capacity/ Qty	Source
Power Requirement	kW	310	TANGEDCO
Back-up	kVA	200	1 Nos. (DG sets)
Diesel	Litres/hr	100	Local supplier

Municipal Solid Waste Management:

The generation of Municipal Solid Waste and its management is given below

Phase	Organic waste (Kg/Day)	Inorganic waste (Kg/Day)	Management measure
Construction Phase	29.7	19.8	Municipal waste generated in the premises will be separated, stored and disposed through municipal/corporation bins on a daily basis
Total	49.5		
Operation Phase	825.12	550.08	
Total	1375.2		

Waste water generation:

During construction phase, the sewage will be treated in the Temporary septic tanks or a portable toilet with soak pits, managed as per the contractor's approved HSE plan. Water management will comply with the contractor's approved HSE plan, ensuring efficient sourcing and minimal wastage.

During operational phase, 100 KLD capacity of STP will be proposed for the treatment of sewage generation and treated water will be used for gardening. The sludge generated from the STP will be utilized as manure in the Landscape and Green Belt area.

Hazardous waste generation and management:

0.1 TPA of Spent oil from DG set will be collected in leak proof containers and stored in a well designated area for sending to TNPCB authorized recyclers and handlers.

Greenbelt Development:

33% (7567.78 Sq.m) of total area is allotted for greenbelt development. Around 382 (Calculation: 1 tree/80 Sq.m considering 80 % survival) Local native species will be planted within the dugong conservation center.

Fire- fighting System

Fire-fighting system will be provided as per local norms.

CRZ Classification and total cost of the project:

The project site falls under CRZ IA, CRZ IA (50m buffer zone), CRZ IB, CRZ III, CRZ III (No Development Zone) and CRZ IVB area. The total cost of the project is Rs.40.94 Crore.

Recommendation of DCZMA, Thanjavur district:

The DCZMA meeting of Thanjavur district held on 04.09.2025 and the committee recommended the project to TNSCZMA with the following condition

- The Project Proponent shall submit approved CZMP map superimposing the proposed construction of International Dugong conservation Centre indicating HTL, LTL, CRZ area from the National Centre for Sustainable Coastal Management, (Ministry of Environment, Forest & Climate Change), Chennai-25.

The Project Proponent has submitted the replies/response to the above conditions vide their letter dated:06.10.2025.

Provisions of CRZ Notification, 2011:

- As per CRZ Notification, 2011, vide Para 4 (i) (a), Clearance shall be given for any activity within the CRZ only if it requires waterfront and foreshore facilities.
- As per CRZ Notification 2011, vide para 8 I CRZ-I (i) (c) facilities that are essential for activities permissible under CRZ-I;
- Para 8 I CRZ-I (ii) (b) construction of dispensaries, schools, public rainshelter, community toilets, bridges, roads, jetties, [erosion control measures] water supply, drainage, sewerage which are required for traditional inhabitants living within the biosphere reserves after obtaining approval from concerned CZMA.
- Para 8 III CRZ-III (200 - 500 mtrs) (viii)Construction of public rain shelters, community toilets, water supply drainage, sewerage, roads and bridges by CZMA who may also permit construction of schools and dispensaries for local inhabitants of the area for those panchayats, the major part of which falls within CRZ if no other area is available for construction of such facilities;
- As the part of the project activity viz., (mangrove pathway) falls in CRZ-IA, the proposal may be recommended to MoEF & CC, GoI, for issuing Clearance.

Remarks of the Technical Expert Committee: (Meeting held on 13.10.2025)

The Project Proponent explained that the proposed Dugong Conservation and Rehabilitation Centre aims to protect the rare dugong population of 200-250 individuals found in the Palk Bay. The initiative will contribute to maintaining healthy seagrass ecosystems, which are crucial for carbon sequestration, fish breeding, and the long-term sustainability of fisheries and coastal livelihoods. Fishermen who report dugong entanglements are compensated and rewarded, and awareness measures have been undertaken to facilitate rescue and rehabilitation.

Upon detailed review, the Committee makes the following observations and recommendations

1. Justification of Site Selection: The Project Proponent shall submit a comprehensive justification for locating the project within the CRZ No Development Zone (NDZ), clearly highlighting socio-economic benefits to local inhabitants and demonstrating why no alternative sites outside NDZ are feasible.

2. **Eco-Friendly Construction:** The use of eco-friendly and sustainable materials is strongly recommended. Pathways within mangrove areas shall preferably use bamboo/wooden structures in place of steel. The design must be validated for structural adequacy by an accredited Government institute (e.g., IIT/Anna University/NIOT).
3. **Mangrove Protection and Compensation:** The proposed pathways shall be designed to minimize any disturbance to existing mangroves. A compensatory afforestation plan shall be prepared and implemented for any potential degradation, including mandatory restoration of damaged mangroves.
4. **Seagrass Ecosystem Safeguards:** As the Dugong Rehabilitation Centre is proposed at 84 metres from the shoreline within the sea, the Project Proponent shall take stringent measures to ensure that seagrass beds and associated fauna in the surrounding areas remain undisturbed. Any dredging, anchoring, or construction activity that could cause damage to seagrass ecosystems is strictly prohibited.
5. **Biodiversity Conservation:** The Project Proponent shall ensure that the project does not disturb the existing terrestrial or marine flora and fauna in the area.
6. **Greenbelt Development:** A greenbelt using indigenous and salt-tolerant coastal species shall be developed along the project site in consultation with the Forest Department.
7. **Groundwater Regulation:** Groundwater extraction within CRZ areas is strictly prohibited during both construction and operational phases.
8. **Waste and Pollution Management:** All solid waste generated shall be managed as per the Solid Waste Management Rules, 2016 (as amended), with proper segregation, storage, and disposal through authorized agencies. Sewage and wastewater shall be treated to achieve Zero Liquid Discharge (ZLD), ensuring no discharge into the sea.
9. **Safety and Monitoring:** A monitoring protocol shall be established to periodically assess project impacts on dugong populations, seagrass health, and associated biodiversity.

With the above observations and remarks, the TEC recommends the proposal for consideration by the Authority.

Agenda Item No.4: Proposed Construction of Bridge Across Buckingham Canal connecting Rajiv Gandhi Salai and ECR in Neelankarai Village, Sholinganallur Taluk, Chennai District by the Divisional Engineer (H), Highways Department, CMDP, Division I, Alandur, Chennai (Single Window No. SW/250502/2025)

Brief Description of the project:

The proposal for the construction of Bridge Across Buckingham Canal connecting Rajiv Gandhi Salai and ECR in Neelankarai Village, Sholinganallur Taluk, Chennai District by the Divisional Engineer (H), Highways Department, CMDP, Division I, Alandur, Chennai has been placed before the DCZMA, Chennai, in the meeting held on 09.04.2025 and the DCZMA has recommended the proposal to the TNSCZMA subject to certain conditions.

The proposed project involves the construction of a High-Level Bridge across the Buckingham Canal at Km 0/8 of Link Road connecting Rajiv Gandhi Salai and ECR, which falls under the CRZ Zone.

The initial proposal was to construct the bridge as an RCC (Reinforced Cement Concrete) structure with 3 spans of 32m PSC girder with 2 abutments and 2 piers across B-canal. However, the government has since decided to plan and execute the proposed bridge using a bowstring arch-type structure made of IRS 450CR grade steel instead of RCC, for the following reasons:

1. The approach length has been significantly reduced by 43 meters on either side, resulting in savings on embankment and retaining wall construction. Optimized overall design, navigational clearances and approach span.
2. Faster and easier installation at the site, completely Bolted, no site fabrication required. Lighter and modular structure for faster handling and installation at the site.
3. Reduce the execution timeline drastically, from 11 months to 5 months.
4. 100% of the girders can be recycled, offering high residual value.
5. The proposed steel bridge is environmentally friendly, as it reduces the carbon footprint.
6. High corrosion resistant and maintenance free materials. SS is ecologically sustainable material that RCC.

7. The bridge will be an iconic and aesthetically appealing structure for Chennai.

There will be no obstruction to the flow of water in the Buckingham Canal.

During the presentation in the TEC meeting held on 13.06.2025, it was instructed that due to changes in the project profile, the revised proposal again be placed before the DCZMA, Chennai, for its fresh recommendation, particularly with reference to compliance with the Coastal Regulation Zone norms and the potential impacts on the canal and foreshore areas resulting from the change in the type of bridge from RCC to steel bridge, vide letter dated 16.06.2025.

Accordingly, the revised proposal has been submitted to the DCZMA meeting held on 21.08.2025 and the DCZMA has recommended the proposal to TNSCZMA.

The project information and EIA, EMP report prepared by M/s. ABC Techno Labs Pvt. Ltd., Chennai having NABET certificate No. NABET/EIA/2225/RA 0290, valid up to 16.11.2025.

Need for the Project

The East Coast Road (ECR) and Rajiv Gandhi Salai (OMR) are two major arterial roads in Chennai and at the present they have proper links only at Thiruvannamiyur and Sholinganallur, with no proper link road in between the above two junctions over a stretch of approximately 11 km.

This causes heavy traffic congestion in the above two junctions. This new link road formation provides direct connectivity from Rajiv Gandhi Salai/OMR and ECR by extending Pallavaram-Thoraipakkam 200 ft road (SH-109). This established crucial link and will cut down travel time of commuters substantially and will provide direct connectivity to Chennai Airport from Thiruvannamiyur/ECR area commuters. This is the only road which directly connects the main arterial roads of GST Road, Mount-Madipakkam Road, Velachery-Tambaram Road, Rajiv Gandhi Salai/ OMR and ECR.

It will ensure high-speed connectivity and improved access, support regional growth and economic development, result in significant fuel savings, and enhance overall safety.

Location of the Project:

The proposed bridge across the Buckingham Canal is located in Sholinganallur Taluk of Chennai District. The geographic coordinates of the proposed bridge are provided below.

Label	Latitude	Longitude
A (Bridge start point)	12° 56' 53.171"N	80° 14' 49.314"E
D (Bridge start point)	12° 56' 52.185"N	80° 14' 49.184"E
B (Bridge end point)	12° 56' 49.488"N	80° 14' 59.650"E
C (Bridge end point)	12° 56' 48.496"N	80° 14' 59.503"E

CRZ Classification and Length:

Proposed Structures	CRZ Classification	Length in meters	Area in Sq.m.
Bridge	CRZ - IB	11.00	336.38
	CRZ - II	70.85	2160.02
	CRZ - IV B	16.25	497.44
	Outside CRZ	236.91	7232.17
Total		335.00	10226.01

Salient Features:

The construction of a High-Level Bridge across the Buckingham Canal of width 28m at Km 0/8 of Link Road connecting Rajiv Gandhi Salai and ECR is planned using stainless- steel structure of Grade IRS 450 CR, with a total span of 335 m (steel bridge cross span of 36 m), including approaches, across the southern stretch of the Buckingham Canal from Rajiv Gandhi Salai/OMR to ECR.

IRS 450 CR, a high-strength and corrosion-resistant stainless-steel grade, will be used for the construction.

S.No.	Particular	Details
1	Name of the material used	Stainless steel Grade IRS 450 CR
2	Total Bridge length	Bridge spanning 335m (steel bridge span 36m) including approaches
3	Length of span	36 m (Single span)
4	Overall width of the bridge	39 m
5	Right of way	30.50 m

6	Type of Foundation	Pile foundation
7	No. of piles	40 (20 on each side of abutment)
8	No. of pile cap	14 (7 on each side)
9	No. of bearings	3 on each side
10	No. of abutments	2
11	No. of cross girders	10 (one in 4m)
12	No. of LG girder	3 (perpendicular to cross girder)
13	Grade of concrete used in foundation, pier and pier cap	M45
14	Cover block size	Foundation - 60 mm Pier cop, PTS - 45 mm
15	Type of girder	Arch girder
16	Slope at both ends	1 in 30
17	Design Speed, Kmph	40 Kmph
18	Lane configuration	6 lanes

Land Requirement:

The detailed Rehabilitation and Resettlement (R&R) plan for relocating the encroachments on either side of the proposed project road is under progress and being implemented by the Water Resources Department (WRD) as per the Government standards will be submitted to the respective authority by the Project Proponent. The private land required for the project should be acquired in accordance with the provisions of Tamil Nadu Highways Act, 2001 and the compensation will be determined in accordance with the RFCTLARR Act, 2013. Transfer proposal will be submitted to District Collector for initiating the transfer of all government land. The District Collector's No objection or enter upon permission will be obtained prior to handing over of the lands to the contractors. Land alienation will be completed as soon as possible after obtaining enter upon permission.

Water requirement:

During construction, about 1.5 KLD of water will be required for 50 workers each day which will be supplied by Chennai Metropolitan Water Supply and Sewerage Board (CMWSSB) through tankers. For constructing of bridge, Steel is used hence there will be very minimal use of water in the site area. There is no requirement of water during the operation phase.

Solid Waste Generation & Management:

During construction period, the bridge will be built with Stainless Steel Grade IRS 450 CR, there will be very minimal construction debris and it will not be disposed in CRZ areas and municipal solid waste generation is estimated about 10 kg per day and will be disposed through Municipal Corporation. During Operation phase no such waste is generated.

Manpower requirement:

During the construction phase, about 50 no. of workers will be engaged temporarily. It is expected that the total work force will be locally available from adjacent areas. After completion of the project about 2 no. of staff will be permanently required for maintenance of the bridge by the corporation.

Power requirement:

There will be no power requirement for the construction of Bridge.

CRZ Classification and Project Cost:

The proposed project site falls in CRZ - IB, CRZ - II, CRZ - IV B & outside CRZ area.

The Highways Department has estimated the total project cost at Rs. 204.20 crore of which the cost for land acquisition is Rs.142 crores. The estimated cost for proposed construction of bridge including approaches is Rs.35.97 crore. The estimated cost for construction of roads to link the bridge to OMR & ECR (including already constructed road from OMR to B-canal) is Rs.26.33 crore.

Recommendations of DCZMA of Chennai district:

The project proponent made technical presentation to the DCZMA meeting held on 21.08.2025. After detailed deliberations, the DCZMA resolved to recommends the proposal to the SCZMA for CRZ Clearance, subject to the following conditions.

1. The project proponent should ensure that proposed activities in CRZ area as per provisions of CRZ Notification 2011.
2. The project proponent should be avoiding the excavation works in the peak monsoon period and the excavation materials should be disposed in the proper manner.
3. The project proponent should not store the construction materials in CRZ areas.

4. The project proponent should obtain NoC for the PWD before the commencement of works.
5. The project proponent shall ensure the excavation soil for the construction of piers should not be dumped in the river.
6. The project proponent shall ensure the dust generated during the construction phase shall be mitigated by sprinkling of water.
7. The project proponent shall ensure the pile cap should be provided well below the bed level of Buckingham canal for unobstructed flow the water.
8. No construction activity shall be started/undertaken by the proponent until obtaining the CRZ clearance from the competent authority.
9. The Project Proponent shall ensure the construction of bridges, ramps and other activities should not affect the free flow of water in the Buckingham canal.
10. All the solid waste shall be handled as per the Solid Waste Management Waste Management Rules, 2016.
11. The project proponent shall adhere to the Construction and Demolition Waste Management Rules, 2018.
12. There should not be any ground water extraction in CRZ area.
13. The proponent shall comply with the Environmental Management Plan during construction and operational phase.
14. In the event of a change in project profile a fresh CRZ Clearance/Recommendation from the DCZMA shall be obtained.

Provisions in the CRZ Notification, 2011:

As per CRZ Notification 2011, vide

- Para 3 (iv) (a) Land reclamation, bunding or disturbing the natural course of seawater except those, - (a) required for setting up, construction or modernization or expansion of foreshore facilities like ports, harbours, jetties, wharves, quays, slipways, bridges, sea link, road on slits, and such as meant for defence and security purpose and for other facilities that are essential for activities permissible under the notification.
- Para 8 I (II) (b) construction of dispensaries, schools, public rain shelter, community toilets, bridges, roads, jetties, water supply, drainage, sewerage which are required for traditional inhabitants living within the biosphere reserves after obtaining approval from concerned DCZMA.
- Para 8 I CRZ I (ii) (g) construction of trans-harbour, sea links, roads on stilts or pillars without effecting the tidal flow of water.
- As per Para 4 (i) and 4.2. (ii) (c) of the said Notification, the proposal may be recommended to SEIAA, for issuing Clearance.

Remarks of the Technical Expert Committee: (Meeting held on 13.10.2025)

The Project Proponent explained that an earlier proposal was placed in the TEC meeting held on 13.06.2025. Due to changes in project design from RCC type to stainless steel bridge, the revised proposal was resubmitted to the DCZMA, Chennai, and recommended in the meeting held on 21.08.2025. The bridge alignment crosses the Buckingham Canal, which falls under CRZ-IB, CRZ-II, CRZ-IVB, and areas outside CRZ. However, development is proposed only in CRZ-II. A structural design certificate from IIT Madras has been obtained, as directed by the TEC.

1. **Structural Safety:** The Project Proponent shall be solely responsible for the safety and stability of the bridge design and construction. The Authority shall not be liable for any design, structural, or operational failures.
2. **Canal Protection:** Piers shall not be constructed within the water spread area. All foundations must be designed and executed without disturbing the bunds of the canal. The natural hydrology, flow dynamics, and water spread of the Buckingham Canal shall not be altered during construction or operation.
3. **Pollution and Waste Management:** No construction material, debris, excavated earth, or waste shall be dumped into the canal or CRZ area at any time. The Project Proponent shall strictly adhere to the Solid Waste Management Rules, 2016 (as amended), and the Construction and Demolition Waste Management Rules, 2018.
4. **Environmental Safeguards:** Regular environmental monitoring must be conducted to assess water quality, sedimentation, and biodiversity impacts. In the event of any adverse impacts, immediate mitigation measures shall be undertaken at the cost of the Project Proponent. The biodiversity of the canal, including flora and fauna, shall remain undisturbed throughout the project life cycle.
5. **Regulatory Compliance:** All conditions stipulated by the Water Resources Department (WRD) and Inland Waterways Authority of India (IWAI) must be strictly complied with. No encroachment or narrowing of the canal width shall be permitted under any circumstance.
6. **Post-Construction Maintenance:** The Project Proponent shall ensure long-term maintenance of the bridge and adjacent canal stretch to prevent degradation of

the ecological character of the waterbody. Adequate drainage structures shall be provided to prevent stormwater or road runoff from polluting the canal.

With the above observations and remarks, the TEC recommends the proposal for consideration by the Authority.

Agenda Item No 5: Proposed construction of Beach Resort located at S. F. No. 342/2B2 in Mandapam village, Rameswaram Taluk, Ramanathapuram District by Thiru Sathiamoorthy Periyasamy, 3/10, First street, Cantonment, Tiruchirapalli (Single Window No. SW/229259/2025)

The District Environmental Engineer, Tamil Nadu Pollution Control Board, Ramanathapuram District has forwarded a proposal received from Thiru Sathiamoorthy Periyasamy, 3/10, First street, Cantonment, Tiruchirapalli proposed for construction of Beach Resort located at S. F. No. 342/2B2 in Mandapam village, Rameswaram Taluk, Ramanathapuram District. The EIA report prepared by M/s. Enviro Care India Pvt Ltd, Chennai having NABET certificate valid upto 15.12.2027.

Need of the project:

The Project Proponent stated that the Ramanathapuram district is one of the tourism and holy place in India, therefore there is a need for more hospitality services. The proposed resort aims to fulfil the needs to satisfy the tourism market through provision of quality services and accommodation.

Improvement in local area by providing additional employment opportunities to skilled as well as unskilled people. The planned development with modern infrastructure facilities would add on to the local aesthetics.

Description of the project:

The project proponent is planning to develop a Beach Resort at Mandapam Village, Ramanathapuram Taluk, Ramanathapuram District. The proposed project has 15 rooms with area of 5100 sq.ft. It comprises of Villa, Swimming Pool, Dining Hall, Toga Hall, Spa, Day Care, Health Facility, Dining Area, Gym, Gathering Space, Crops and Garden (Normal Garden, Herbal Garden and Sand Dune Garden), Pond and Play Field. The project will also involve internal development of basic infrastructure such as internal roads, power supply, water supply, sewer and storm water pipe network and waste management system. The total plot area for the proposed beach resort is 6250 sq.m and the total built up area is 927.76 sq.m.

Area details for the proposed Beach Resort:

S. No	Description	Total Built up Area (Sq.m)	Percentage (%)
1	Built Up Area	927.76	14.84
2	Utility Area	300	4.80
3	Green belt Area	2100	33.60
4	Roads & Pavement Area	850	13.60
5	Vacant & Parking Area	2072.24	33.16
Total		6250	100

Area details for the proposed Built-up Area:

Description	FSI Area (sq.m)	Non-FSI Area (sq.m)	Total Area (Sq.m)	Total Area (Sq.ft)
Area of the Document	-	-	6250	67275
Proposed Building (Block-1)				
Ground floor	101.82	-	101.82	1096
First floor	65.92	-	65.92	710
Proposed Building (Block-2)				
Ground floor	215.26	-	215.26	2317
First floor	172.02	-	172.02	1852
Proposed Building (Block-3)				
Ground floor	275.02	-	275.20	2962
First floor	97.54	-	97.54	1050
Total	927.76		927.76	9987

Location of the project:

The geographical location of the proposed project is given below

Label	Latitude	Longitude
A	9°17'28.11"N	79° 8'38.18"E
B	9°17'27.50"N	79° 8'39.77"E
C	9°17'23.17"N	79° 8'38.83"E
D	9°17'23.97"N	79° 8'37.24"E

CRZ classification in the project site:

Description	CRZ classification	Area in Sq.m	Total Area in Sq.m
Project Site Boundary	CRZ-II	3422.82	6232.16
	Outside CRZ	2809.34	
Proposed Construction	CRZ-II	240.71	929.93
	Outside CRZ	689.22	
Proposed facilities	CRZ-II (Interior Pavements, Greenbelt & Swimming Pool)	1005.88	2012.65
	Outside CRZ (Parking)	1006.77	

Water requirement:

During construction phase, the work force involved will be about 40 Nos. The water requirement will be 3 KLD. Water for construction will be outsourced (Private water supply) and will be around 3 KLD.

During Operation Phase, the total requirement of water will be 8 KLD. Fresh water demand is 6 KLD. After treatment of wastewater, treated water will be reused for greenbelt (4.4 KLD) and toilet flushing (2.0 KLD). Water requirement for the project will be met from Local Panchayat Water Supply.

Sewage generation & Disposal:

Quantity of sewage	6.40 KLD
STP capacity	8 KLD
Collection of sewage	Sewage generated during the operation phase will be collected through underground sewerage system (pipe drain) for treatment in STP. Separate storm water drainage system will be provided for rainwater.
Treatment of sewage	Sewage will be treated up to the tertiary level in as treatment plant based on Activated sludge process. The secondary treated sewage will be treated in UF plant.
Reuse/recycle and disposal of treated sewage	Out of 6.40 KLD of treated sewage, 2 KLD recycled for toilet flushing and the remaining (4.40 KLD) shall be used for gardening.

Power requirement:

The power requirement during the construction as well as operational phase will be 500 KVA which will be acquired from Tamil Nadu Electricity Board, Solar and DG set of about 2 nos. of 250 KVA will be utilized during power failure.

Solid Waste Management:

S. No	Description	Proposed (kg/day)	Method of Collection	Mode of disposal
1	Organic Waste	100	Separate Bin	Organo-Converter
2	Inorganic Waste	150	Separate Bin	Authorized vendors
3	Sludge from STP	2	Trolley	Manure for Landscaping and Gardening

Parking Area Details:

S. No	Description	Required (Nos)	Provided (Nos)
1	Car Parking	13	14
2	Designated Parking	2	3
3	Two Wheeler Parking	25	25
4	DA Two Wheeler Parking	3	3

Fire Fighting system:

All buildings are constructed with fire resistant material to a large extent. Electrical panels have been provided in each building so that fire occurring at any point of time does not spread and will get localized.

- Fire Retardant Low Smoke (FRLS) wires and PVC conduits are used to prevent spreading of fire
- Emergency staircase, Refuge area and Assembly area will be provided
- Underground water storage tank
- Wet riser
- Fire pump, hydrant pump & Jockey pump
- Hydrant
- Fire alarm system
- Public address system

Green belt Development:

It is proposed to have tree plantation along the periphery of the site and also to develop lawn and greenery inside the project area for 2100 Sq.m (33.6% of total area). The vegetation for the greenbelt will be selected from the native species adapted to the local environment.

CRZ Classification and Project cost:

The project site lies partially in CRZ-II and outside CRZ areas. The total cost of the project is Rs.5 crore.

Recommendation of DCZMA of Ramanathapuram district:

The proposal was placed before the DCZMA, Ramanathapuram district on 20.11.2024 and the DCZMA recommended the project to the SCZMA subject to the following conditions:

1. The Turtle nestling grounds, sand dunes shall not be disturbed in any way.
2. The project proponent shall start the construction activities only after obtaining CRZ Clearance from the Competent Authority.
3. The construction debris and other type of waste shall not be disposed of into the CRZ areas.
4. Prior planning permission should be obtained for the proposed construction, if any from the local authorities concerned and the proposed construction should satisfy the local Town and Country Planning regulations.
5. The project proponent shall treat the generated sewage through Sewage Treatment Plant of adequate capacity and the treated water shall be used for green belt development within the premises and the sludge generated shall be used as manure for green belt.
6. The project proponent shall under take green belt development all along the periphery of the project area and also along the road side.
7. The project proponent shall not dispose any Municipal Solid waste in the Coastal Regulation zone area. The solid waste shall be properly collected, segregated and disposed as per the Solid Waste Management Rules, 2016.
8. The project proponent shall comply with the provisions under Construction and Demolition Waste Management Rules 2016.
9. The project proponent shall provide rain water harvesting arrangements within the premises.

The Project Proponent has submitted the replies to the above conditions vide letter dated 08.02.2025.

Provisions in CRZ Notification, 2011:

- As per CRZ Notification 2011, vide para 8(i) II CRZ-II (i) and (ii) buildings shall be permitted only on the landward side of the existing road, or on the landward side of existing authorized structures; As per the amendment issued by MoEF, GoI in notification S.O. No. 1599 (E) dated 16th June 2015.
- Para 8 II CRZ-II (ii)" buildings permitted on the landward side of the existing and proposed roads or existing authorized structures shall be subject to the local town and country planning regulations as modified from time to time, except the Floor Space Index or Floor Area Ratio which shall be as per 1991 level".
- Note: There is no existing road between the project site and the HTL of Sea, as per the HTL Demarcation map submitted by the Project Proponent. However, the Project Proponent has submitted a letter from the Executive Officer, Mandapam Town Panchayat, Ramanathapuram vide Lr. No. Na.Ka. No.24/2024, dated 25.03.2025 & 15.09.2025. In this letter, the Executive Officer stated that existing road is available between the proposed site and HTL of sea from year 2008-2009 onwards.
- The Annexure-III of CRZ Notification 2011 has issued guidelines for development of beach resorts or hotels in the designated areas of CRZ-III and CRZ-II for occupation of tourist or visitors with prior approval of MoEF & CC, Govt. of India.
- Hence, the proposal may be recommended to MoEF & CC, Govt. of India, for issuing Clearance.

Remarks of the Technical Expert Committee: (Meeting held on 13.10.2025)

The Project Proponent explained that the resort site falls partly in CRZ-II and partly outside the CRZ area. TEC observed that as per the approved CZMP, no road is indicated; however, the proponent has submitted a letter from the Executive Officer, Mandapam Town Panchayat, certifying the existence of a road between the site and the HTL of the sea since 2008-2009.

Upon detailed review, the Committee makes the following observations and recommendations

1. Revenue Records for Road Access: The Project Proponent shall furnish authentic revenue records or equivalent government documentation, in addition to the Panchayat letter, to establish the existence of the road as per CRZ Notification requirements. In the absence of such verified records, the Authority shall not consider road existence for project clearance.

2. **Protection of Seagrass Ecosystem:** The project site lies in close proximity to seagrass ecosystems. The PP shall ensure that construction and operation activities do not cause any direct or indirect disturbance, degradation, or damage to seagrass beds. Any dredging, anchoring, or disposal of material in nearby waters is strictly prohibited.
3. **Groundwater Regulation:** Groundwater extraction within CRZ areas is strictly prohibited during both construction and operation phases, in line with CRZ Notification, 2011.
4. **Plastic-Free Premises:** The project site shall be declared a *Plastic-Free Zone*. Single-use plastics are strictly prohibited, and eco-friendly alternatives must be adopted. Awareness programs shall be undertaken for resort staff and visitors.
5. **Wastewater and Effluent Management:** A scientifically designed Zero Liquid Discharge (ZLD) system shall be implemented to ensure that no sewage, greywater, or effluent is discharged into adjacent waterbodies. Treated water shall be reused within the premises for landscape irrigation, toilet flushing, and other non-potable purposes.
6. **Greenbelt Development:** A continuous greenbelt with native and salt-tolerant species shall be developed around the project boundary in consultation with the Forest Department.
7. **Renewable Energy Integration:** Rooftop solar photovoltaic panels shall be installed to partially meet the energy requirements of the resort.
8. **Rainwater Harvesting:** A scientifically designed rainwater harvesting system shall be implemented to conserve water and improve groundwater recharge outside CRZ areas.
9. **Beach and Biodiversity Protection:** Levelling of beach sand and removal of existing trees within or near the project site is strictly prohibited. Visitors and resort staff shall be educated on protecting the beach and its biodiversity.

10. Regulatory Compliance: All provisions under Annexure-III of the CRZ Notification, 2011 (Guidelines for Development of Beach Resorts/Hotels) shall be strictly adhered to. All solid waste generated shall be managed as per Solid Waste Management Rules, 2016 (as amended), and Construction & Demolition Waste Management Rules, 2018.

With the above observations and remarks, the TEC recommends the proposal for consideration by the Authority.

Agenda Item No 6: Proposed construction of Edible Oils and Mineral oils storage tank terminal of 50640 KL at Map id. AOS01G-O Yard in area I (north) of Chennai Port Trust Area, Chennai by M/s. Kumar Agro Tech Private Limited, Chennai (Single Window Number. SW/258613/2025)

The District Coastal Zone Management Authority, Chennai has forwarded a proposal received from M/s. Kumar Agro Tech Private Limited, Chennai for the Proposed construction of Edible Oils and Mineral oils storage tank terminal of 50640 KL at Map id. AOS01G-O Yard in area I (north) of Chennai Port Trust Area, Chennai. The rapid EIA report was prepared by Institute for Environmental Management, Jharkhand and the NABET certificate valid upto 07.02.2027.

Need for the Project:

The Project Proponent stated that due to market demand need to increase the production quantity. Due to the non-sufficient of existing rented tanks capacities, they will initiate new tanks. New site has been taken on tender in the dedicated notified port trust area i.e. Chennai Port Trust, Chennai.

Location of the project:

The site coordinates of the project are given below

Description	Label	Latitude	Longitude
Proposed Project Site Boundary	A	13°7'10.595" N	80°17'55.737" E
	B	13°7'13.477" N	80°17'59.091" E
	C	13°7'11.223" N	80°18'0.241" E
	D	13°7'9.056" N	80°17'57.420" E
Proposed Pipeline above ground level from BD-II Wharf to plant	E	13°7'9.509" N	80°17'57.212" E
	F	13°6'59.234" N	80°18'2.619" E
	G	13°6'57.263" N	80°18'2.681" E
	H	13°6'57.187" N	80°18'2.279" E
	I	13°6'52.480" N	80°18'5.010" E
	J	13°6'52.325" N	80°18'4.588" E
	K	13°6'45.408" N	80°18'2.110" E
Proposed Pipeline below ground level from BD-II Wharf to plant	L	13°6'37.353" N	80°18'1.048" E
	G	13°6'57.263" N	80°18'2.681" E
	H	13°6'57.187" N	80°18'2.279" E
	I	13°6'52.480" N	80°18'5.010" E
Proposed Pipeline above ground level	J	13°6'52.325" N	80°18'4.588" E
	M	13°7'9.469" N	80°17'57.242" E
	N	13°7'5.177" N	80°18'1.530" E
	O	13°6'57.234" N	80°18'2.703" E

from bunkering berth to plant	P	13°6'57.158" N	80°18'2.300" E
	Q	13°6'52.462" N	80°18'5.053" E
	R	13°6'52.307" N	80°18'4.632" E
	S	13°6'48.435" N	80°18'7.680" E
	T	13°6'43.842" N	80°18'11.231" E
Proposed Pipeline below ground level from bunkering berth to plant	O	13°6'57.234" N	80°18'2.703" E
	P	13°6'57.158" N	80°18'2.300" E
	Q	13°6'52.462" N	80°18'5.053" E
	R	13°6'52.307" N	80°18'4.632" E
Proposed storage terminal	U	13°7'10.683" N	80°17'56.247" E
	V	13°7'10.755" N	80°17'59.410" E

Land details:

The proposed project "Establishment of edible oils and mineral oils storage terminal at O Yard in area I (north) of Chennai port trust area, Chennai by M/s. Kumar Agro Tech Private Limited falls under Chennai port trust area.

The Chennai Port Authority has issued orders for **allotment of land for a period of 5 years on Annual License Basis**, vide letter No. C6/363(4d)/2024/T, dated: 06.02.2025, to in favor of M/s. Kumar Agro Tech Private Limited. **Total lease land area - 9040 Sq.m for the period of 5 years from 01.03.2025 to 28.02.2030.**

Project description:

Establishment of edible oils and mineral oils storage terminal at O Yard in area I (north) of Chennai port trust area, Tondiarpet Village, Tondiarpet Taluk, Chennai. The proposed project total area is 9040 Sq.m. The edible oil and mineral oils will be imported from Indonesia, Malaysia, Ukraine, Russia and Argentina.

The proposed project consists of Pipeline, 12 Edible Oil Storage Tanks, 1 Water Storage Tank and Administration building. 2 pipelines of 10 inch diameter, 9.5mm thickness mild steel pipeline have been proposed for this project for loading and unloading of edible oil.

The Pipelines should be partially covered with bitumen wrapping Sheet. Total pipeline length is 2.24 km. 2 pipelines one from BD-11 WHARF to Kumar Agro tech Private Limited plot O-Yard and one from BUNKERING BERTH WHARF to KATPL plot O-Yard. The length of BD-11 WHARF to KATPL plot O-Yard and BUNKERING BERTH to KATPL plot O-Yard is 1220 m and 1020 m. Total length of the pipeline - 2.24 Km, dimension 10 inch, 9.5mm wall thickness.

The proposed site is near to container freight station. The edible oil and mineral oil from storage tanks will be transported through trucks through the existing roads to processing units / will be sold to the local vendors.

The proposed project also has Fire Fighting, DG & Hot water Generator facility, Pump House, Loading Gantry, Weighbridge and Weighbridge room container, Office Room Container, Staff vehicle Parking Area and 4m wide road is for vehicle movement. The proposed Project is surrounded by Container Freight station and Bay of Bengal. The site is well connected with the Port, Airport and Roadways. The project components are given below

S. No	Structure	Size	Area (Sq.m)
1	Fixed MS Cone Roof Tank - Edible Oil/ Mineral Oil (12 Nos)	16 meter Dia x 21 meter Height	4505
2	Fixed MS Cone Roof Tank- Fire Water Tank (1 No)	6.5 meter Dia x 10 meter Height	35
3	DG & Hot Water Generator Room	10.7 meter width x 25 meter length	268
4	Pump House	54 meter length x 2 meter width	108
5	Loading Gantry	54 meter length x 12 meter width	650
6	Weigh bridge	22 meter length x 4 meter width	120
7	Roads & Transport movement	-	3354
Total Land Area			9040

The details of the CRZ classification of the project is given below.

Sl. No	Description	CRZ Classification	Area in Sq.m	Total Area in Sq.m
1	Proposed Project site Boundary	CRZ II	9040	9040
Sl. No	Description	CRZ Classification	Length in meters	Total Length in meters
1	Pipeline from BD-II wharf to proposed project site tanks (AGL)	CRZ -II	802.72	1190
		CRZ-IV A	387.28	

2	Pipeline from BD-II wharf to proposed project site tanks (BGL)	CRZ-II	30.00	30.00
3	Pipeline from BUNKERING BERTH wharf to proposed project site tanks (AGL)	CRZ-II	715.80	990
		CRZ-IV A	274.20	
4	Pipeline from BUNKERING BERTH wharf to proposed project site tanks (BGL)	CRZ-II	30.00	30.00

As per approved CZMP the shortest distance between the proposed project site boundary corners B and C are 55.68m and 52.01m from HTL of Bay of Bengal respectively.

Manpower requirement:

Phase	Components	Requirements
Construction	Temporary	20
Operational	Permanent Temporary	20

Water requirement:

During construction phase, Approx 1 KLD will be required for both domestic and construction Purpose. During Operational phase, approx. 1 KLD will be required. The source of water will be met by Chennai Port Trust.

Power requirement:

DG set of 125 kV(standby), Hot Water Generator of 400000 calories will be used. Total power requirement for this project is 11 kVA. The source of Power will be met by Chennai port trust. HSD/ furnace oil of 0.5 KLD will be used as fuel for DG set and the source will be met through local vendors.

Solid Waste Management:

S. No	Type of Waste	Construction phase (Kg/day)	Management measures
1	Organic waste	2.0	Organic waste will be disposed through Port trust bins
2	Inorganic waste	3.0	Inorganic waste will be stored in adequate bins and disposed through port authorized vendors.

3	Construction waste	1500-2000 Kg/day	Waste will be reused, excess will be disposed to authorized
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S. No	Type of waste	Operational Phase (Kg/day)	Management measures
1	Organic waste	2.0	OWC
2	Inorganic waste	3.0	Sent to authorized recycler
Total		5.0	

Fire Fighting System:

Firefighting system as per local norms will be provided.

Greenbelt Details:

There is no opportunity to develop greenbelt inside the Chennai port trust area. So, the project proponent will plan to keep the pot-based scrubs/low height plants inside the facility.

Total cost and CRZ Classification of the project:

The total cost of the project is Rs.53.33 crore and the CRZ Classification of the project is CRZ-II and CRZ-IVA areas.

Recommendations of DCZMA of Chennai district:

The DCZMA of Chennai district has recommended the proposal to SCZMA in the meeting held on 21.08.2025, with the following conditions.

1. The project proponent should ensure that proposed activities in CRZ area as per provisions of CRZ Notification 2011.
2. No Construction activity shall be started / Undertaken by the proponent until obtaining the CRZ clearance.
3. The project proponent shall provide necessary arrangements for the collection of oil spillage if any around the tank form area.
4. Construction of storage tanks shall satisfy the prescribed standard norms by the competent authority.
5. The project proponent shall store only edible oil & mineral oil in the storage tanks as proposed.
6. The Unit shall lay pipelines only for the purpose of transferring edible oil from wharf to their proposed storage terminal within the Chennai Port area.
7. The project proponent should avoid the excavation works in the peak monsoon period and the excavation materials should be disposed in the proper manner.

8. No extraction of ground water shall be carried out within the coastal Regulation zone area.
9. The project activity should not affect the coastal ecosystem including marine flora and fauna.
10. The project proponent shall adhere to the Construction and Demolition Waste Management Rules 2018.
11. The proponent shall comply with the Environmental Management Plan during construction and operational phases.
12. The project proponent shall utilize the parking area inside the port premises to avoid traffic congestion to the public.
13. In the event of a change in project profile a fresh CRZ Clearance/Recommendation from the DCZMA shall be obtained.

The Project Proponent has submitted the replies for the above said conditions, vide letter dated 09.09.2025.

Provisions as per the CRZ Notification, 2011

- As per Para 8 (i) II CRZ-II, storage of non-hazardous cargo, such as edible oil, fertilizers and food grain in notified ports, is permissible activities.
- As per Para 4(ii)(d), laying of pipelines, conveying system, transmission line are permissible activities and should obtain clearance from MoEF & CC, GoI.

Remarks of the Technical Expert Committee: (Meeting held on 13.10.2025)

The Project Proponent explained that edible oils and mineral oils will be imported from Indonesia, Malaysia, Ukraine, Russia, and Argentina. Two pipelines are proposed: one from BD-11 Wharf to the Kumar Agro Tech plot O-Yard and another from the Bunkering Berth Wharf to the O-Yard. The stored oils will be transported by road to processing units or sold to local vendors.

Upon detailed review, the Committee makes the following observations and recommendations

1. Disaster and Emergency Preparedness: The Project Proponent shall prepare a comprehensive Disaster Management and Contingency Plan, covering oil spills, fire hazards, and extreme weather events, and integrate it with the Port Authority's emergency systems. A separate Oil Spill Contingency Plan aligned with the National Oil Spill Disaster Contingency Plan (NOSDCP) shall be developed and tested periodically in coordination with the Port Authority. A

- detailed Emergency Action Plan (EAP) must specify immediate measures, available equipment, and trained personnel for handling leakage, fire, or any other hazards.
2. **Infrastructure Safety:** Dedicated firefighting systems and fire alarm installations shall be provided at all tank farm areas, with redundancy for backup systems. Necessary bund walls/dwarf walls along pipelines must be constructed and maintained to prevent accidental spillage into marine waters.
 3. **Environmental Safeguards:** The project must be fully integrated into the existing Port Environmental Management Systems to avoid fragmented management approaches. Continuous environmental monitoring of air, water, and soil quality shall be undertaken in coordination with the Port Authority, with results reported regularly to the Authority. The project activity shall not disturb the surrounding coastal and marine ecosystems, including flora and fauna.
 4. **Waste and Pollution Control:** No groundwater extraction is permitted within the CRZ area for this project. Solid waste generated must be managed in accordance with the Solid Waste Management Rules, 2016 (as amended). Construction and demolition wastes shall be handled in compliance with the Construction and Demolition Waste Management Rules, 2018.
 5. **Regulatory Compliance and Reporting:** All key environmental parameters from the REIA study must be presented before the Authority and regularly monitored. Emergency preparedness measures shall be overseen by the Port Authority to ensure a centralized and coordinated response mechanism.
 6. **Corporate Social and Environmental Responsibility:** The PP is encouraged to make a voluntary contribution to the Tamil Nadu Marine Resource Foundation (TNMRF) under the Environmental Management Plan (EMP) budget. The allocation and utilization details shall be submitted to the Authority.

With the above observations and remarks, the TEC recommends the proposal for consideration by the Authority.

Agenda Item No.7: Proposed Establishment of edible oil storage terminal at O Yard in area I (north) of Chennai Port Trust Area at Rajaji Salai, Chennai by M/s. Gokul Agro Resources Limited, Chennai. (Single Window No. SW/259353/2025)

The District Coastal Zone Management Authority, Chennai has forwarded a proposal received from M/s. Gokul Agro Resources Limited, Chennai for the Proposed Establishment of edible oil storage terminal at O Yard in area I (North) of Chennai Port Trust Area, Chennai. The project information and rapid EIA, EMP report prepared by M/s. Hubert Enviro Care Systems (P) Ltd, Chennai having NABET certificate No. NABET/EIA/24-27/RA 0335, valid up to 31.03.2027.

Need for the Project:

The Project Proponent stated that due to market demand need to increase the production quantity. Due to the non-sufficient of existing rented tanks capacities, they will initiate new tanks.

Type of the Project:

The Project Proponent stated that the proposed project is the establishment of edible oil storage terminal at "O" Yard in area I (North) of Chennai Port area, Chennai. The total area of the proposed project is 4880 sq.m. The proposed project consists of 2 pipelines, 9 edible oil storage tanks, administrative buildings, Pipeline infrastructure, firefighting equipment room, standby power supply with Diesel Generator, Pump House and Loading Gantry, Weighbridge and Weighbridge Container etc.,

Location of the project:

The site coordinates of the project are given below

Description	Label	Latitude	Longitude
Proposed Edible Oil Storage Tank Farm	A	13°7'7.191" N	80°17'59.454" E
	B	13°7'8.782" N	80°18'2.174" E
	C	13°7'7.180" N	80°18'2.874" E
	D	13°7'5.914" N	80°18'0.848" E
Proposed Pipeline Bunker Berth	E	13°7'6.046" N	80°18'0.704" E
	F	13°7'4.916" N	80°18'1.508" E
	G	13°6'57.277" N	80°18'3.066" E
	H	13°6'57.043" N	80°18'2.171" E
	I	13°6'52.366" N	80°18'4.871" E
	J	13°6'52.232" N	80°18'4.423" E
	K	13°6'48.340" N	80°18'7.431" E
	L	13°6'43.738" N	80°18'10.904" E
	M	13°7'6.064" N	80°18'0.684" E

Proposed Pipeline Bharathi Dock - II (BD-II)	F	13°7'4.916" N	80°18'1.508" E
	G	13°6'57.277" N	80°18'3.066" E
	H	13°6'57.043" N	80°18'2.171" E
	I	13°6'52.366" N	80°18'4.871" E
	J	13°6'52.232" N	80°18'4.423" E
	N	13°6'52.104" N	80°18'4.040" E
	O	13°6'43.826" N	80°18'2.600" E
	P	13°6'37.498" N	80°18'0.645" E

Land details

The proposed project "Establishment of edible oils storage terminal at O Yard in area I (north) of Chennai port trust area, Chennai by M/s. Gokul Agro Resources Ltd., falls under Chennai port trust area. The Chennai Port Authority has issued orders for allotment of land for a period of 5 years on Annual License Basis to M/s. Gokul Agro Resources Ltd., vide allotment order No.035/2025, dt 06.02.2025. The Total lease land area is 4880 Sqm and the period of lease from 01.03.2025 to 28.02.2030 as per agreement dated 7.4.2025.

Project description:

Establishment of edible oil storage terminal at O Yard in area I (north) of Chennai port trust area, Chennai. The total area of the proposed project is 4880 sq.m. The edible oil will be imported from Indonesia, Malaysia, Ukraine, Russia and Argentina and the proposed project consists of 2 Pipeline, 9 edible oil storage tanks, Administration Buildings, Pipeline Infrastructure, Firefighting Equipment Room, Standby Power Supply with Diesel Generator, Pump House and Loading Gantry, Weighbridge and Weighbridge Container Office Room, Security Cabin, Electrical room, Road and Parking Facilities.

a. Details of Storage Tanks

S.No.	Description	No of Tank	Volume in Cu.m
1	Dia 16m x 22.5m height Tank	4 Nos	18,098 Cum
2	2 Dia 14m x 22.5m height Tank	5 Nos	17,320 Cum
	Total	9 Nos	35,418 Cum

b. The other associated facilities are given below,

Structure Details	Area in Sqm
Weighbridge Cabin	18.61
Pump House	42.00
Loading Gantry	288.00
Electrical Room	12.00
Security Cabin	18.61
DG Room	12.00
Pump room	42.00
Toilet area	7.50

c. Two Pipelines, one of 12-inch diameter, 7.01 mm thickness mild steel pipelines with a length of 1000.7 metres and another 10-inch Dia, 7.01 mm thickness mild steel pipelines with a length of 829.47 meters will be installed for seamless transfer of Edible oil.

The details of the CRZ classification of the project is given below.

The proposed edible oil storage tank fully falls in CRZ-II. The proposed bunker berth pipeline and Dock II falls in CRZ-II and CRZ-IVA. The shortest distance of the nearest site corner of edible oil storage tank from HTL is 25.60m

S.No	Descriptions	CRZ Classification	Area in sq.m.	Total Land area in sq.m.
1	Proposed Edible Oil Storage Tank Farm	CRZ II	4880	4880
S.No	Descriptions	CRZ Classification	Area in sq.m.	Total area in sq.m.
1	Pipeline from Bharathi Dock-II (BD-II) wharf to proposed site	CRZ II	768.98	1000.7
		CRZ -IVA	231.73	
2	Pipeline from Bunker Berth to proposed site	CRZ II	565.8	829.47
		CRZ -IVA	263.67	

Manpower requirement:

Phase	Components	Requirement
Construction	Temporary	50
Operational	Permanent	5-8
	Temporary	0

Water requirement:

During the construction phase, the water requirement will be 5 KLD, while during the operation phase, it will be 1 KLD. In both phases, the water will be sourced from the Chennai Port Trust.

Power requirement:

During the construction phase, DG sets of 110 KVA will be utilized, while during the operational phase, standby DG sets of 160 KVA will be used by the Chennai Port Trust. HSD / Furnace Oil of 0.5 KLD will be used as fuel for operating the DG sets.

Solid Waste Management:

S.No.	Waste type	Construction phase (kg/day)	Operational phase (kg/day)	Management Measure
1	Organic waste	13.5	2.16	Inorganic waste will be stored in adequate bins and disposed through authorized vendors. Organic waste will be disposed through Panchayat bins.
2	Inorganic waste	9	1.44	
Total		22.5	3.6	

Fire Fighting System:

Adequate Fire Extinguishers will be provided as per safety norms. The port's firefighting arrangements, ensuring quick emergency response.

Greenbelt Details:

493.91 Sq. m land allocated for garden and green belt. Plantation planted along the site boundary.

Total cost and CRZ Classification of the project:

The total cost of the project is Rs.18.35 crore and the CRZ Classification of the project is CRZ-II and CRZ-IVA areas.

Recommendations of DCZMA of Chennai district:

The DCZMA of Chennai district has recommended the proposal to SCZMA in the meeting held on 21.08.2025, with the following conditions.

1. The project proponent should ensure that proposed activities in CRZ area as per provisions of CRZ Notification, 2011.
2. No construction activity shall be started / undertaken by the proponent until obtaining the CRZ clearance.
3. The project proponent shall provide necessary arrangements for the collection of oil spillage if any around the tank farm area.
4. Construction of storage tanks shall satisfy the prescribed standard norms by the competent authority.
5. The project proponent shall store only edible oil in the storage tanks as proposed.
6. The unit shall lay pipelines only for the purpose of transferring edible oil & mineral oil from wharf to their proposed storage terminal within the Chennai Port Area.
7. The Project proponent should avoid the excavation works in the peak monsoon period and the excavation materials should be disposed in the proper manner.
8. No extraction of ground water shall be carried out within the Coastal Regulations zone area.
9. The project activity should not affect the coastal ecosystem including marine flora and fauna.
10. The project proponent shall adhere to the Construction and Demolition Waste Management Rules, 2018.
11. The proponent shall comply with the Environmental Management Plan during construction and operational phases.
12. The project proponent shall utilize the parking area inside the Port premises to avoid traffic congestion to the public.
13. In the event of a change in project profile a fresh CRZ Clearance / Recommendation from the DCZMA shall be obtained.

The Project Proponent has submitted the replies/response to the above conditions vide their letter dated:25.09.2025

Provisions as per the CRZ Notification, 2011

- As per Para 8 (II) CRZ II (vi) storage of non-hazardous cargo, such as edible oil, fertilizers and food grain in notified ports.
- As per Para 4 (ii) (d) laying of pipelines, conveying systems, transmission line are permissible activities, and it requires clearance from MoEF&CC, GoI.

Remarks of the Technical Expert Committee: (Meeting held on 13.10.2025)

The Project Proponent explained that edible oil will be imported from Indonesia, Malaysia, Ukraine, Russia, and Argentina. Two pipelines are proposed: one from Bharathi Dock-II (BD-II) Wharf to the O-Yard site, and another from the Bunker Berth to the O-Yard site. Oils will be stored in tanks at the terminal and transported by road to processing units or sold to local vendors.

1. **Disaster and Contingency Planning:** The Project Proponent shall prepare a detailed Disaster Management and Contingency Plan covering fire hazards, oil leakage, and extreme weather scenarios, and link it with the Port Authority's emergency response systems. A dedicated Oil Spill Contingency Plan, aligned with the National Oil Spill Disaster Contingency Plan (NOSDCP), shall be prepared and implemented in coordination with the Port Authority. An Emergency Action Plan (EAP) shall detail procedures for immediate response, including the availability of spill kits, firefighting equipment, and trained staff.
2. **Safety Infrastructure:** A dedicated firefighting system and fire alarm network must be installed at the tank farm with backup power systems. Bund walls/dwarf walls shall be constructed along all pipelines to prevent accidental discharge into marine waters.
3. **Environmental Safeguards:** The project shall be administratively and operationally integrated into the Port Environmental Management System to avoid fragmented management approaches. Continuous environmental quality monitoring (air, water, soil) shall be carried out in coordination with the Port Authority, with reports submitted periodically to the Authority. The project shall not adversely affect coastal and marine biodiversity. Any disturbance to marine flora or fauna shall be strictly prohibited.
4. **Pollution and Waste Management:** Groundwater extraction is strictly prohibited within CRZ areas. Solid waste must be managed in accordance with the Solid Waste Management Rules, 2016 (as amended). Construction and demolition waste shall be managed in compliance with the Construction and Demolition Waste Management Rules, 2018.

5. *Regulatory Compliance and Monitoring:* All key environmental parameters identified in the REIA study must be monitored regularly and results shared with the Authority. Emergency contingency plans must be under the direct oversight of the Port Authority, ensuring a centralized approach to disaster management.
6. *Corporate Environmental Responsibility:* The Project Proponent is encouraged to make a voluntary contribution to the Tamil Nadu Marine Resource Foundation (TNMRF), as part of the Environmental Management Plan (EMP). Details of allocation and fund utilization shall be furnished to the Authority.

With the above observations and remarks, the TEC recommends the proposal for consideration by the Authority.

Agenda Item No 8: Proposed Construction of Sewer Line Underground System of CMWSSB through Edyanchavadi, Sadayankuppam and Kadapakkam village, Thiruvottiyur taluk, Chennai by the Superintending Engineer, (P)-II CMWSSB, No. 1, Pumping Station Road, Chintadripet, Chennai (SW/ 256859/2025)

The District Coastal Zone Management Authority, Chennai has forwarded a proposal received from Superintending Engineer, (P)-II CMWSSB, No. 1, Pumping Station Road, Chintadripet, Chennai for the Construction of Sewer Line Underground System of CMWSSB through Edyanchavadi, Sadayankuppam and Kadapakkam village, Thiruvottiyur taluk, Chennai. The EIA report prepared by M/s. Green Envirocare Pvt Ltd, Chennai having NABET certificate valid upto 19.10.2026.

Need for the project:

The Project Proponent stated that the implementation of the proposed Underground Sewerage Scheme (UGSS) in Project area is essential for addressing both current sanitation challenges and future urban needs. The scheme is required for the following key reasons:

- At present there is no organized underground sewer system existing in the Project area except Manali New Town in Sadayankuppam with sewage system ageing more than 30 years.
- The individual houses are provided with septic tanks. Most of the households are provided with water borne latrine facilities.
- These latrines are either having septic tanks or holding tanks and the sewage is collected periodically in tankers and disposed in safe disposal site.
- Also, the sullage water from some houses are directly let into open roadside drains which find their ways to the nearest low-lying areas within these areas. This leads to stagnation, unsanitary conditions and mosquito breeding.
- The practice followed in these areas is to collect the sludge from the septic tank of each household on demand in Lorries.
- For systematic and scientific way of collection and disposal of sewage from household and thereby improve the ground water quality.

Project Description:

The proposed project involves the implementation of a Comprehensive Underground Sewerage Scheme (UGSS) for the rapidly developing localities of Edayanchavadi, Sadayankuppam and Kadapakkam, which are part of Divisions 15 and 16 of the expanded GCC. The project aims to provide an organized, sustainable sanitation solution through the construction of a 72.772 km sewer collection pipelines using Double Wall corrugated (DWC) pipes, 8 lift stations, 3 sub-pumping stations and 22.65 km of Cast Iron pumping mains along with 4000 household sewer connections. The collected sewage will be transported to the existing Kodungaiyur Sewage Treatment Plant (STP), where it will undergo safe and efficient treatment before final disposal or reuse.

Pumping Main:

The total length of Pumping main (including Lift station) will be 23139.83 m including the length of pipe carrying bridge (308.12m) and diameter varying from 150mm and 700mm.

Pipe Carrying Bridge:

The 300mm diameter pumping main from LS-08 (Edayanchavadi Road) crosses the Kosasthalaiyar River via Pipe Carrying Bridge, spanning 120 meters to connect with SPS-03. Similarly, the 700 mm diameter pumping main from SPS-04 (TNHB Phase-II) traverses the confluence of the Kosasthalaiyar River and Buckingham Canal over a distance of 300 meters further crossing Buckingham Canal at one more location each spanning 50 meters to ultimately reach Kodungaiyur STP.

Kodungaiyur STP:

The collected sewage of the proposed project will be transported to the existing Kodungaiyur Sewage Treatment Plant (STP), where it will undergo safe and efficient treatment before final disposal or reuse.

The Kodungaiyur Sewage Treatment Plant (STP) has the capacity to treat 350 MLD of sewage (120 MLD Zone-I, 120 MLD Zone-II & 110 MLD Zone-III). It uses the Sequential Batch Reactor (SBR) technology for treatment, along with anaerobic sludge digestion to produce biogas, which powers a 3,200 KVA comprising 3 Nos gas engine-based power plant. This setup makes the plant one of the largest and most energy-efficient in India. The plant was commissioned in 2023.

From treated sewage 21 MLD is supplied to Chennai Petro Chemicals Ltd, 5 MLD is sent to Manali Petro Chemicals for industrial uses. Additionally, about 24 MLD of Tertiary treated RO Water is supplied to Industries of Manali-Minjur Corridor of North Chennai and remaining treated water is discharged into the Buckingham Canal, helping to reduce environmental pollution and same has been monitored by OCEMS by TNPCB to ensure the new revised norms of NGT/CPCB. The silt generated at the inlet chamber is used to raise low-lying areas within the plant premises.

Project location:

The site coordinates of the proposed project is given below

Description	Label	Latitude	Longitude	CRZ zone
Proposed Lifting station/ Pumping station	Zone 1	13°13'26.520"N	80°16'45.188"E	Outside CRZ
	Zone 2	13°12'54.189"N	80°16'32.478"E	
	Zone 3	13°12'24.867"N	80°16'31.083"E	
	Zone 4	13°11'47.378"N	80°16'42.307"E	
	Zone 5	13°11'46.634"N	80°16'19.753"E	
	Zone 6A	13°11'2.522"N	80°17'31.996"E	
	Zone 6B	13°11'4.659"N	80°16'59.053"E	
	Zone 7A	13°11'33.654"N	80°15'46.688"E	
	Zone 7B	13°11'33.101"N	80°15'18.486"E	
	Zone 7C	13°12'12.781"N	80°16'6.247"E	
	Zone 8	13°13'6.124"N	80°16'26.677"E	
	ARY LS	13°11'35.355"N	80°14'58.217"E	
Proposed Pumping Main Pipeline	A	13°13'30.247"N	80°16'24.915"E	CRZ IA, CRZ IB, CRZ II, CRZ IVB and Outside CRZ
	B	13°13'0.162"N	80°16'28.808"E	
	C	13°11'52.426"N	80°16'32.182"E	
	D	13°11'44.059"N	80°16'54.275"E	
	E	13°11'35.594"N	80°17'16.063"E	
	F	13°10'47.956"N	80°17'39.501"E	
	G	13°10'31.114"N	80°17'29.321"E	
	H	13°9'56.410"N	80°17'21.969"E	
	I	13°8'27.111"N	80°16'8.263"E	
	J	13°11'30.285"N	80°15'27.486"E	
	K	13°12'11.793"N	80°16'10.550"E	
Proposed Bridge	L	13°11'1.757"N	80°17'36.251"E	CRZ IA, CRZ IB, CRZ II and CRZ IVB
	M	13°10'57.985"N	80°17'45.549"E	
Proposed Collection System	N	13°13'32.712"N	80°16'45.126"E	Outside CRZ
	O	13°13'4.828"N	80°16'21.592"E	
	P	13°12'54.669"N	80°16'40.254"E	
	Q	13°11'24.674"N	80°16'11.757"E	
	R	13°11'49.501"N	80°15'11.593"E	

	S	13°11'10.355"N	80°17'35.956"E	
	T	13°10'52.537"N	80°17'10.574"E	

Proposed pipeline falling under CRZ:

- The pipeline pumping main length falling under CRZ zone is 5245.13 m.
- The Pumping Station and Lifting Station are not attracted into CRZ area.
- The length of pipe carrying bridge in CRZ - 210.79 m.

CRZ Classification of Proposed pipeline:

Description	CRZ Classification	Length in meters	Total area in length in metres
Proposed Pumping Main Pipeline	CRZ-IA (50 m Mangrove Buffer Zone)	275.17	5245.13
	CRZ-IB	8.12	
	CRZ-II	4925.39	
	CRZ-IVB	36.45	
	Outside CRZ	17894.70	17894.70
Proposed Pipe Carrying Bridge	CRZ-IA (50 m Mangrove Buffer Zone)	210.79	308.12
	CRZ-IB	36.01	
	CRZ-II	25.14	
	CRZ-IVB	36.18	
Propose Collection System	Outside CRZ (49,324.05 m)		
Proposed Lifting Station/Pumping Station			

Land requirement:

No land acquisition is involved for laying of pipelines as all the pipelines are laid parallel to existing roads by getting relevant permissions from authorities like Chennai Corporation.

Manpower requirement:

Phase	Total Number
Construction phase	100
Operation phase	50

Water requirement:

The Domestic water requirement for the proposed project is 4.5 KLD during construction phase. For Dust Suppression is around 10-20 KLD. The required water quantity will be met only through Authorised Tankers.

Municipal Solid Waste Management:

During construction phase any contaminated soil or similar materials will be disposed of by the contractor in accordance with Hazardous Waste Rules at an authorized Secure Landfill facility.

During operation phase will not generate any solid or hazardous waste as it primarily involves the pumping of wastewater through the pipeline specifically at the pumping station any waste or used oils from the pumping machinery will be disposed of in accordance with obtain Consent to Establish conditions granted by the Tamil Nadu Pollution Control Board (TNPCB).

Power requirement:

The required power for the pumping arrangements will be provided Tamil Nadu Electricity Board. Total power required for pumping is 322 kW.

Population projection and Sewage Generation for Project Area:

S. No	Stage	Population	Population per m	Flow (MLD)
1	Base Year (2025)	46730	0.49	5.61
2	Intermediate stage (2040)	99330	1.03	11.92
3	Ultimate stage (2055)	141124	1.47	16.93

Disposal Point:

The sewage generated from Edayanchavadi, Sadayankuppam and Kadapakkam has been proposed to be disposed into common 350 MLD Wet Well Chamber of Kodungaiyur STP. The outfall location of Kodungaiyur STP has been suggested having coordinates of 13° 8'9.93"N and 80°15'47.43"E.

CRZ Classification and Project Cost:

The project site falls in CRZ-IA (50 m Mangrove Buffer Zone), CRZ-IB, CRZ-II, CRZ-IVB and outside CRZ area. The total cost of the project is Rs. 238.52 crore.

Recommendation of DCZMA of Chennai district:

The DCZMA meeting of Chennai district held on 13.06.2025 and the committee recommended the project to SCZMA subject to the following conditions

1. The Project Proponent should ensure that proposed activities in CRZ areas are as per provisions of CRZ Notification, 2011.
2. No construction activity shall be started / undertaken by the proponent until obtaining the CRZ clearance from the competent authority.
3. The project proponent shall take adequate measures to prevent any leakage and corrosion in the pipelines used for the said project.
4. Laying of pipe carrying bridge, construction of umping and lifting station as per the plans approved by the concerned competent local authorities / local administration.
5. The pipeline shall not cause any hindrance to the livelihoods of local inhabitants and settlements.
6. The project proponent shall ensure that, no construction of building/physical structure shall be carried out within CRZ area as proposed.
7. All the solid waste shall be handled as per the Solid Waste Management Rules, 2016.
8. The project proponent shall adhere to the Construction and Demolition Waste Management Rules, 2018.
9. Biodegradable Solid Waste will be disposed through Local body and non-biodegradable waste will be disposed through Authorized Recyclers.
10. There should not be any ground water extraction in CRZ Area.
11. The proponent shall comply with the Environmental Management Plan during construction and operational phases.
12. In the event of a change in project profile a fresh CRZ Clearance / Recommendation from the DCZMA shall be obtained.

The Project Proponent has submitted the replies to the above conditions vide letter dated 13.08.2025

Provision of the CRZ Notification, 2011:

1. As per CRZ Notification 2011, vide para 8 (i) I CRZ I (i)(b) pipelines, conveying systems including transmission lines are permissible activities.
2. As per CRZ Notification 2011, vide Para 4 (ii) (d), Laying of Pipelines, conveying systems, Transmission line are permissible activities and get prior approval from MoEF & CC, Govt. of India after recommendation of SCZMA.

Remarks of the Technical Expert Committee: (Meeting held on 13.10.2025)

The Project Proponent explained that the proposal involves laying a total of 72.772 km of sewer collection pipelines (5.5 km falling within CRZ areas), using Double Wall Corrugated (DWC) pipes, with 8 lift stations, 3 sub-pumping stations, and 22.65 km of cast iron pumping mains, along with 4,000 household sewer connections. The collected sewage will be conveyed to the existing Kodungaiyur Sewage Treatment Plant (STP). The project site spans CRZ-IA, CRZ-IB, CRZ-II, CRZ-IVB, and areas outside CRZ.

Upon detailed review, the Committee makes the following observations and recommendations.

1. **Regulatory Compliance:** Groundwater extraction within CRZ areas is strictly prohibited under the CRZ Notification, 2011, and shall not be undertaken at any stage. The PP must obtain Consent to Establish and Consent to Operate from the TNPCB before commencement and operation.
2. **Advanced Leak-Proof Design:** The sewer network and associated infrastructure must incorporate state-of-the-art technologies such as IoT-enabled leak detection, AI-based predictive maintenance, and resilient materials to ensure a fool-proof system against leakages, pipe bursts, or malfunctioning. The design of the pipe-carrying bridge must guarantee that no untreated or partially treated sewage can enter natural waterbodies.
3. **Monitoring and Quality Control:** A continuous effluent quality monitoring system complying with CPCB standards shall be installed and included in the EMP cost. Monitoring shall be undertaken by a NABL-accredited third-party agency, and reports submitted regularly to TNPCB.
4. **Emergency Preparedness:** A comprehensive Emergency Preparedness and Disaster Management Plan (EPDMP) must be submitted, detailing contingency measures for system failures, cyclones, floods, or other disasters. A dedicated Disaster Management Cell shall be constituted by CMWSSB to oversee preparedness and rapid response. Adequate emergency storage facilities (holding tanks or equivalent) shall be provided to prevent uncontrolled sewage discharge during system failure or extreme weather events.

5. **Waste Management:** Sludge from the STP must be managed only through authorized vendors in line with applicable waste management rules. Construction debris, excavated earth, and other waste shall not be dumped into waterbodies or CRZ areas. Strict adherence to the Solid Waste Management Rules, 2016 (as amended), and Construction & Demolition Waste Management Rules, 2018 is required.
6. **Environmental Safeguards:** Construction of the pipe-carrying bridge must not obstruct natural river flows; necessary hydrological clearances shall be obtained. During construction, mangroves and associated habitats must not be disturbed or damaged. A monitoring plan shall be developed to track and mitigate any ecological impacts during both construction and operation phases.

With the above observations and remarks, the TEC recommends the proposal for consideration by the Authority.

Agenda Item No.9 Proposed development as tourist destination of Tharangambadi Village, Mayiladuthurai district by the General Manager, Tamil Nadu Tourism Development Corporation limited, Chennai (Single Window No. SW/ 258796/2025)

The District Coastal Zone Management Authority, Mayiladuthurai has forwarded a proposal received from the General Manager, Tamil Nadu Tourism Development Corporation limited, Chennai for the proposed development as tourist destination of Tharangambadi Village, Mayiladuthurai district. The project information and the EIA report prepared by M/s Hubert Enviro care systems, Chennai having NABET certificate upto 31.03.2027.

Need of the project:

The primary objective of this initiative is to rejuvenate the historic fort of Tharangambadi by focusing on the revitalization of areas surrounding the fort. Recognizing the cultural, historic and architectural importance of the fort, the project aims to enhance its visibility and significance through thoughtful urban interventions.

A key goal is to establish an inclusive and accessible public realm that provides a seamless, comfortable and engaging experience for both residents and visitors. The design purposes minimal yet impactful interventions - such as designated parking areas, ticketing facilities, public restrooms, street lighting, dedicated zones for local street vendors and a chariot ride around the fort that support tourism while preserving the site's heritage character. The project aspires to promote sustainable tourism, local economic activity, and a strong sense of place through thoughtful, low impact interventions.

Description of the project:

The proposed development of Tharangambadi in Mayiladuthurai district as a Tourist destination. Total area of the project is 14,711.88 Sq.m of which 32.31 sq.m will be built area. The existing Danish fort is adjacent to the proposed project site. The CRZ Classification of the proposed components falls under CRZ-IA, CRZ-II and outside CRZ as per CRZ Notification, 2011.

A. Land area break-up details:

Components	CRZ classification	Area in Sq.m	Total Area in Sq.m
Arrival plaza	CRZ-IA	103.09	1244.2
	CRZ-II	1141.11	
Car parking	CRZ-II	3172.89	3172.89
Two-wheeler Parking	CRZ-IA	45.94	1068.07
	CRZ-II	1022.13	
Bus parking	CRZ-II	1868.74	1868.74
Pavement	CRZ-IA	19.79	359.24
	CRZ-II	339.45	
Board walk	CRZ-II	299.76	299.76
Space for temporary stalls	CRZ-IA	101.94	310.16
	CRZ-II	208.22	
Space for chariot ride	CRZ-IA	18.94	85.05
	CRZ-II	66.11	
Approach pathway from parking to fort	CRZ-IA	1185.78	1340.13
	CRZ-II	154.35	
Main plaza walkway	CRZ-IA	951.87	951.87
Vacant land	CRZ-IA, CRZ-II	4011.77	4011.77
Total		14711.88	14711.88

B. Built-up Area details:

Mobile toilets: $2 \times (4.87 \times 1.82)$ - 17.73 sq.m

Ticket counter: 2.7×2.7 - 7.29 sq.m

Ticket Counter for chariot rides (ppp mode) : 2.7×2.7 - 7.29 sq.m

Total: 32.31 sq.m

Location of the project:

The site coordinates of the project site is given below

S. No	Latitude	Longitude
1	11°1'32.452" N	79°51'17.972" E
2	11°1'32.072" N	79°51'23.145" E
3	11°1'31.119" N	79°51'23.042" E
4	11°1'30.99" N	79°51'20.721" E

5	11°1'31.458" N	79°51'18.063" E
6	11°1'30.877" N	79°51'21.605" E
7	11°1'30.893" N	79°51'21.915" E
8	11°1'30.238" N	79°51'22.916" E
9	11°1'29.815" N	79°51'22.632" E
10	11°1'31.115" N	79°51'17.891" E
11	11°1'30.893" N	79°51'18.059" E
12	11°1'31.025" N	79°51'18.318" E
13	11°1'30.323" N	79°51'18.618" E
14	11°1'30.994" N	79°51'19.601" E
15	11°1'30.952" N	79°51'19.845" E
16	11°1'30.299" N	79°51'18.971" E
17	11°1'29.755" N	79°51'18.72" E
18	11°1'27.445" N	79°51'18.627" E
19	11°1'26.63" N	79°51'20.901" E
20	11°1'25.715" N	79°51'20.709" E
21	11°1'25.256" N	79°51'22.034" E
22	11°1'25.323" N	79°51'21.684" E
23	11°1'25.516" N	79°51'20.67" E
24	11°1'23.222" N	79°51'20.222" E
25	11°1'23.625" N	79°51'17.811" E
26	11°1'26.022" N	79°51'18.318" E
27	11°1'26.135" N	79°51'17.795" E
28	11°1'26.428" N	79°51'17.861" E
29	11°1'29.771" N	79°51'18.3" E
30	11°1'30.589" N	79°51'18.059" E

Manpower requirement:

S. No	Phase	Proposed
1	Construction	38
2	Operation	12

Water requirement:

Construction phase: A total of 2 KLD of water will be required for construction activities as well as domestic use and it will be sourced from the Existing OHT near the project site.

Operation phase: A total of 15 KLD of water will be required during the operational phase and it will be sourced from the existing OHT near the project site.

Power requirement:

Description	Construction phase (kVA)	Operation phase (kVA)	Source
Power	3kW	27 kW	State grid

Solid Waste:**Municipal Solid Waste Management:****Construction phase:**

S. No	Waste type	Construction phase (kg/day)	Disposal method
1	Organic Waste	10.26	Will be disposed through Municipality bins
2	Inorganic Waste	6.84	Will be disposed through authorized recycler

Operation phase:

S. No	Waste type	Construction phase (kg/day)	Disposal method
1	Organic Waste	84.24	Will be disposed through Municipality bins
2	Inorganic Waste	56.16	Will be disposed through authorized recycler

Sewage generation:

Domestic sewage will be generated and it will be sent to the proposed septic tank and it will be disposed by Tanker lorry by Municipality.

CRZ Classification and Project cost:

The project site falls in CRZ-IA & CRZ-II areas and the total cost of the project is Rs. 3.00 crore.

Recommendation of DCZMA for Mayiladuthurai district:

The DCZMA meeting of Mayiladuthurai district held on 29.07.2025 and the committee recommended the project to SCZMA subject to the following conditions

1. The unit shall dispose the Solid wastes to be generated if any as per the Solid Waste Management Rules, 2016.

2. The construction debris and other type of waste shall not be disposed of into the CRZ areas.
3. The project proponent shall start the construction activities only after obtaining CRZ Clearance from the Competent Authority.
4. The project proponent shall develop green belt in and around the project area.

The Project Proponent has submitted the replies to the above conditions vide letter dated 19.09.2025.

Provisions in CRZ Notification, 2011:

- As per the CRZ Notification, 2011 Para 8(i) I CRZ-I (c) facilities that are essential for activities permissible under CRZ-I
- As per CRZ Notification 2011, vide para 8(i) II CRZ-II (i) and (ii) buildings shall be permitted only on the landward side of the existing road, or on the landward side of existing authorized structures; As per the amendment issued by MoEF., GoI in notification S.O. No. 1599 (E) dated 16th June 2015.
- Para 8 II CRZ-II (ii)" buildings permitted on the landward side of the existing and proposed roads or existing authorized structures shall be subject to the local town and country planning regulations as modified from time to time, except the Floor Space Index or Floor Area Ratio which shall be as per 1991 level".
- As the major activities falls in CRZ-IA (Archaeological site) and hence as per the notification, 2011 (or) Office Memorandum dated:26.04.2022 (Procedure for clearance of permissible activities as per the CRZ Notification, 2011), there is no provisions to recommend the proposal to State Planning Authority / SEIAA.
- Hence, the proposal may be recommended to MoEF & CC, Govt. of India, for issuing Clearance.

Remarks of the Technical Expert Committee: (Meeting held on 13.10.2025)

The Project Proponent explained that the proposed project aims to provide basic amenities for visitors to the Danish Fort. Post-development, the maintenance of facilities will be undertaken by the Town Panchayat, Tharangambadi. The proposed activities fall in CRZ-IA and CRZ-II areas.

Upon detailed review, the Committee makes the following observations and recommendations.

1. Groundwater Extraction: Groundwater extraction within CRZ areas is strictly prohibited under the CRZ Notification, 2011, and shall not be permitted during any phase of the project.

2. **Eco-Friendly Construction:** All proposed construction (pavements, entry plaza, amenities) shall utilize eco-friendly, low-impact, and sustainable materials to minimize environmental footprint.
3. **Accessibility:** Harmonized Accessibility Guidelines must be followed to ensure safe, barrier-free, and inclusive access for all visitors, including persons with disabilities.
4. **Wastewater Treatment:** Instead of septic tanks, a scientifically designed STP of adequate capacity shall be installed within the project premises to handle sewage and wastewater, ensuring compliance with TNPCB norms.
5. **Greenbelt Development:** A greenbelt using native, salt-tolerant species shall be developed within the project site, in consultation with the Forest Department.
6. **Boardwalk Construction:** The proposed boardwalk leading to the beach shall be designed and constructed in consultation with the District Collector, ensuring minimal ecological disturbance.
7. **Solid Waste Management:** Solid waste generated shall be managed strictly as per the Solid Waste Management Rules, 2016 (as amended), with proper segregation, storage, and disposal through authorized agencies.
8. **Renewable Energy Integration:** Rooftop solar photovoltaic systems shall be installed, particularly over the car parking area, to meet part of the project's energy demand and promote renewable energy adoption.
9. **Tourist Sensitization:** Visitor awareness programs shall be conducted to promote responsible tourism, prevent littering, and encourage protection of the coastal ecosystem.

With the above observations and remarks, the TEC recommends the proposal for consideration by the Authority.

Agenda Item No. 10 Any other subject with the permission of the Chair

Sd./- xxxx

**Thiru A.R. Rahul Nadh, I.A.S.,
Member Secretary,
Tamil Nadu State Coastal Zone
Management Authority &
Director, Department of Environment &
Climate Change,
Chennai - 35.**

Sd./- xxxx

**Tmt. Supriya Sahu, I.A.S.,
Chairperson, Tamil Nadu State Coastal
Zone Management Authority and
Additional Chief Secretary to Government,
Environment, Climate Change &
Forest Department,
Secretariat, Chennai - 9.**

Minutes of the 137th meeting of Tamil Nadu State Coastal Zone Management Authority (TNSCZMA) held on 17.10.2025

The Member Secretary extended a warm welcome to the Chairperson and all members of the Tamil Nadu State Coastal Zone Management Authority for the 137th meeting of the Tamil Nadu State Coastal Zone Management Authority (TNSCZMA).

Agenda Item No. 01: Confirmation of the minutes of the 136th meeting of the Tamil Nadu State Coastal Zone Management Authority held on 29.08.2025.

The 136th meeting of the Tamil Nadu State Coastal Zone Management Authority was held on 29.08.2025 and the minutes were communicated to the Members of the Authority, vide this office letter No. P1/1832/2024 dated 08.09.2025 and was confirmed.

Agenda Item No.02: The action taken on the decisions of 136th meeting of the Authority held on 29.08.2025.

The Member Secretary briefed the Members about the action taken by the Department of Environment and Climate Change in response to the decisions made during the 136th meeting held on 29.08.2025, which was noted down by the members.

Agenda Item No 3: Proposed Construction of International Dugong Conservation Centre at Manora, Sarabendrarajanpattinam village, Pattukottai Taluk, Thanjavur district by the District Forest Officer, Thanjavur Forest Division, Thanjavur (SW/262267/2025)

Project Cost: Rs.40.94 Crore

CRZ Classification: CRZ IA, CRZ IA (50m buffer zone), CRZ IB, CRZ III, CRZ III (No Development Zone) and CRZ IVB area.

Provisions in CRZ Notification, 2011:

- As per Coastal Regulation Zone (CRZ) Notification, 2011, vide Para 4 (i) (a), Clearance shall be given for any activity within the CRZ only if it requires waterfront and foreshore facilities.
- As per CRZ Notification 2011, vide para 8 I (i) (c) facilities that are essential for activities permissible under CRZ-I;
- Para 8 I (ii) (b) and Para 8 III (A). iii. j construction of dispensaries, schools, public rain shelter, community toilets, bridges, roads, jetties, erosion control measures, water supply, drainage, sewerage which are

required for traditional inhabitants living within the biosphere reserves after obtaining approval from concerned CZMA.

- Para 8 III. B. viii Construction of public rain shelters, community toilets, water supply drainage, sewerage, roads and bridges by CZMA who may also permit construction of schools and dispensaries for local inhabitants of the area for those panchayats, the major part of which falls within **CRZ if no other area is available for construction of such facilities;**
- As the part of the project activity viz Mangrove walkway falls in CRZ-IA area.
- As per the O.M. No. IA No.-12/1/2022-IA.III dated 26.04.2022, which read in "*para 4 in case the CZMA desires to consider an activity which is not explicitly mentioned in the notification or not permissible, such a recommendation shall be forwarded with detailed justification to the ministry for consideration, hence the proposal may be recommended to Ministry of Environment Forests and Climate Change (MoEF&CC), Government of India, for consideration and issuing Clearance.*

Decision / Remarks of Tamil Nadu State Coastal Zone Management Authority

The TNSCZMA reviewed the recommendation of the District Coastal Zone Management Authority (DCZMA), Thanjavur district, in the meeting held on 04.09.2025.

The District Forest Officer Thanjavur, explained that Department of Forest, Government of Tamil Nadu has taken up the proposal of International Dugong Conservation Centre at the land in Manora as per G.O.Ms. No.150, Environment, Climate Change & Forest Department, dated 06.06.2024, aiming at protecting and conserving the endangered marine mammal species Dugong and **creating facilities** for interpretation and conservation education regarding Dugong and its habitat.

Currently about 200 numbers of Dugongs are present in Palk Bay and Gulf of Mannar. The project involves public zone dugong shaped main building with tunnel aquarium, 7D theatre with digital immerse technology, museum, OAT, eco hub and nutrition center, toilet block etc, semipublic zone of training centre, dugong monitor lab, sea grass research lab etc., and mangrove pathway bridge across backwater. A 24m platform will be made from the seashore to the Centre for the rescue and rehabilitation of injured Dugongs.

The proponent further explained that, the forest department has carefully selected the site for its ecological significance, since

- (i) The site is very close to dugong habitats suitable for effective research, rescue, rehabilitation, monitoring and awareness activities.

- (ii) Also, the site is located near the Manora Fort, a coastal historical site that is already frequented by visitors. This makes the location strategically significant for integrating conservation awareness with eco-tourism, facilitating logistics, electricity, transport of materials, and public access for staff, researchers, and tourists, minimal ecological disturbance
- (iii) Potential for integrating research, conservation and community welfare. The center will serve as a hub for dugong research, rehabilitation habitat monitoring, and capacity-building.
- (iv) The selected site is a government land with no dense forest cover or significant wildlife, thus allowing development with minimal ecological disturbance. The land use is compatible with the establishment.
- (v) The project Proponent has informed that no other site is suitable for this specific type of development near dugong habitats.

The Authority has also taken note of the remarks of Technical Expert Committee (TEC) and the response provided by the Project Proponent for those comments.

The Authority reviewed the justification submitted by the proponent and decided to recommend the proposal to the MoEF & CC, Government of India, for CRZ Clearance, *as per the O.M. No. IA No.-12/1/2022-IA.III dated 26.04.2022 which read in "para 4 in case the CZMA desires to consider an activity which is not explicitly mentioned in the notification or not permissible, such a recommendation shall be forwarded with detailed justification to the ministry for consideration, subject to the following conditions*

A. Specific conditions:

1. Freshwater requirement shall be sourced from the local authority or authorized private tankers. No extraction of groundwater is permitted in the CRZ area under any circumstances.
2. Sustainable and suitably engineered composite materials such as WPC, FRP, HBL or equivalent modern, aesthetic, durable and low maintenance material shall be used for mangrove pathway bridge and handrails. Corrosion-resistant steel or equivalent shall be used in the design of the primary structure to ensure long-term environmental sustainability. The design must be approved by a recognized government institute prior to execution.

3. The Project proponent shall prepare a mangrove management plan to protect the mangroves.
4. The Project Proponent must take strict care to prevent disturbing nearby seagrass beds and marine life. The seagrass should not be disturbed during construction and operation phase.
5. The Project Proponent shall ensure that the project does not disturb the existing terrestrial or marine flora and fauna in the area.
6. A scientifically designed Zero Liquid Discharge (ZLD) system shall be implemented to ensure that no sewage, greywater, or effluent is discharged into adjacent waterbodies. Treated water shall be reused within the premises for landscape/greenbelt irrigation, toilet flushing, and other non-potable purposes.
7. A greenbelt plantation shall be local indigenous and salt-tolerant coastal species in consultation with the Forest Department.
8. An Environment monitoring protocol shall be established to periodically assess project impacts on dugong populations, seagrass health, and associated biodiversity.
9. Visitor awareness programs shall be conducted to prevent littering, and encourage protection of the coastal ecosystem.

B. General Conditions

1. No construction activity shall be started prior to obtaining CRZ clearance from the competent authority. The Project Proponent should also get required clearances such as Planning Permission, Plan Approval and other statutory clearances.
2. The project proponent shall segregate the municipal solid waste generated as Bio Degradable and Non-Bio Degradable (Recyclable) and dispose the same scientifically as stipulated in Solid Waste Management (Amendment) Rules, 2020.
3. Consent to Establish, Consent to Operate shall be obtained from the Tamil Nadu State Pollution Control Board under the Air (Prevention and Control of Pollution) Act, 1981 and Water (Prevention and Control of Pollution) Act, 1974, as may be applicable.

4. The project proponent shall adhere to the Construction and Demolition Waste Management Rules, 2018. The construction debris and other type of waste shall not be disposed of into the CRZ area or in the backwater.
5. A Comprehensive Disaster Risk Management Plan shall be prepared and submitted, detailing strategies to mitigate risks associated with cyclones, flooding and storm surges, given the coastal vulnerability of the project location.
6. The Project Proponent shall strictly adhere to the Environmental Management Plan during both construction and operational phases to ensure no environmental impact.
7. The project proponent is required to set up an Environment Management Cell to oversee and ensure the effective implementations of the recommendations outlined in the Environmental Management Plan included in the EIA report of the project.
8. The Authority instructed that all the conditions imposed by the TNSCZMA and the DCZMA shall be strictly complied with.

Agenda Item No 4: Proposed Construction of Bridge Across Buckingham Canal connecting Rajiv Gandhi Salai and ECR in Neelankarai Village, Sholinganallur Taluk, Chennai District by the Divisional Engineer (H), Highways Department, CMDP, Division I, Alandur, Chennai (Single Window No. SW/250502/2025)

Project Cost: Rs.35.97 crore

CRZ Classification: CRZ - IB, CRZ - II, CRZ - IV B & outside CRZ area.

Provisions in CRZ Notification, 2011:

- As per CRZ Notification 2011, Para 3 (iv) (a) Land reclamation, bunding or disturbing the natural course of seawater except those, - (a) required for setting up, construction or modernization or expansion of foreshore facilities like ports, harbours, jetties, wharves, quays, slipways, bridges, sea link, road on slits, and such as meant for defence and security purpose and for other facilities that are essential for activities permissible under the notification.
- Para 8 I (II) (b) construction of dispensaries, schools, public rain shelter, community toilets, **bridges**, roads, jetties, water supply, drainage, sewerage which are required for traditional inhabitants living within the biosphere reserves after obtaining approval from concerned DCZMA.
- Para 8 I CRZ I (ii) (g) construction of trans-harbour, sea links, roads on stilts or pillars without effecting the tidal flow of water.

- As per Para 4 (i) and 4.2. (ii) (c) of the said Notification, the proposal may be recommended to SEIAA, for issuing Clearance.

Decision / Remarks of Tamil Nadu State Coastal Zone Management Authority:

The TNSCZMA reviewed the recommendation of the DCZMA, Chennai district, in the meeting held on 21.08.2025. The Authority has also taken note of the remarks of Technical Expert Committee (TEC) and the response provided by the Project Proponent for those comments.

The Authority decided to recommend the proposal to SEIAA, for CRZ Clearance with the following conditions:

A. Specific conditions

1. The Project Proponent shall ensure that the design is prepared, reviewed, and implemented in accordance with applicable codes, standards, and best engineering practices. The Authority shall not be liable for any design, structural, or operational challenges.
2. A Protective coating with anti-corrosive paint shall be applied to the steel structure to prevent rusting against marine exposure.
3. The natural hydrology, flow dynamics, and water spread of the Buckingham Canal shall not be altered during construction or operation phase. As proposed Piers shall not be constructed within the water area. All foundations must be designed and executed without disturbing the bunds of the canal.
4. No encroachment or narrowing of the canal width shall be permitted under any circumstance.
5. No construction material, debris, excavated earth, or waste shall be dumped into the canal or CRZ area at any time.
6. Regular environmental monitoring must be conducted to assess water quality, sedimentation, and biodiversity impacts. In the event of any adverse impacts, immediate mitigation measures shall be undertaken at the cost of the Project Proponent.
7. The biodiversity of the canal, including flora and fauna, should not be disturbed throughout the project life cycle.

8. The Project Proponent shall ensure long-term maintenance of the bridge and adjacent canal stretch to prevent degradation of the ecological character of the waterbody.
9. Adequate drainage structures shall be provided to prevent storm water or road runoff from polluting the canal.
10. All conditions stipulated by the Water Resources Department (WRD) and Inland Waterways Authority of India (IWAI) must be strictly complied with.

B. General conditions

1. No construction activity shall be started prior to obtaining CRZ clearance from the competent authority.
2. Groundwater extraction within CRZ areas is strictly prohibited under the CRZ Notification, 2011, and shall not be undertaken at any stage.
3. Project Proponent shall undertake the establishment only after getting the required statutory Clearances including the clearance under CRZ Notification, 2011.
4. The project proponent shall segregate the municipal solid waste generated as Bio Degradable and Non-Bio Degradable (Recyclable) and dispose the same scientifically as stipulated in Solid Waste Management (Amendment) Rules, 2020.
5. The PP shall adhere to the Construction and Demolition Waste Management Rules, 2018. The construction debris and other type of waste shall not be disposed off into the CRZ area or in the backwater.
6. A Comprehensive Disaster Risk Management Plan shall be prepared and submitted, detailing strategies to mitigate risks associated with cyclones, flooding and storm surges, given the coastal vulnerability of the project location.
7. The Project Proponent shall strictly adhere to the Environmental Management Plan during both construction and operational phases to ensure minimal environmental impact.
8. Consent to Establish, Consent to Operate shall be obtained from State Pollution Control Board under the Air (Prevention and Control of Pollution) Act,

1981 and Water (Prevention and Control of Pollution) Act, 1974, as may be applicable.

9. The project proponent is required to set up an Environment Management Cell to oversee and ensure the effective implementations of the recommendations outlined in the Environmental Management Plan included in the EIA report of the project.
10. The Authority instruct that all the conditions imposed by the TNSCZMA and the DCZMA shall be strictly complied with.

Agenda Item No 5: Proposed construction of Beach Resort located at S. F. No. 342/2B2 in Mandapam village, Ramanathapuram Taluk, Ramanathapuram District by Thiru Sathiamoorthy Periyasamy, 3/10, First street, Cantonment, Tiruchirapalli (Single Window No. SW/229259/2025)

Project Cost: Rs.5 crore

CRZ Classification: CRZ-II area

Provisions in CRZ Notification, 2011:

- As per CRZ Notification 2011, vide para 8(i) II CRZ-II (i) and (ii) buildings shall be permitted only on the landward side of the existing road, or on the landward side of existing authorized structures; As per the amendment issued by MoEF, GoI in notification S.O. No. 1599 (E) dated 16th June 2015.
- Para 8 II CRZ-II (ii)" buildings permitted on the landward side of the existing and proposed roads or existing authorized structures shall be subject to the local town and country planning regulations as modified from time to time, except the Floor Space Index or Floor Area Ratio which shall be as per 1991 level".
- Note: There is no existing road between the project site and the HTL of Sea, as per the HTL Demarcation map submitted by the Project Proponent. However, the Project Proponent has submitted a letter from the Executive Officer, Mandapam Town Panchayat, Ramanathapuram vide Lr. No. Na.Ka. No.24/2024, dated 25.03.2025 & 15.09.2025. In this letter, the Executive Officer stated that existing road is available between the proposed site and HTL of sea from year 2008-2009 onwards.
- The Annexure-III of CRZ Notification 2011 has issued guidelines for development of beach resorts or hotels in the designated areas of CRZ-III and CRZ-II for occupation of tourist or visitors with prior approval of Ministry of Environment Forests and Climate Change (MoEF&CC), Government of India (GoI).

- Hence, the proposal may be recommended to MoEF & CC, Govt. of India, for issuing Clearance.

Decision / Remarks of Tamil Nadu State Coastal Zone Management Authority:

The TNSCZMA reviewed the recommendation of the DCZMA, Ramanathapuram district, in the meeting held on 20.11.2024. The Authority has also taken note of the remarks of Technical Expert Committee (TEC) and the response provided by the Project Proponent for those comments.

The following conditions should be met by the Project Proponent:-

A. Specific conditions

1. The proponent shall submit valid proof of revenue record for existence of road from the District Collector before recommending the proposal to the MoEF&CC.
2. The Proponent shall submit the STP capacity and design details for review. The STP plant shall be scientifically designed to ensure Zero Liquid Discharge (ZLD) system, with no sewage, greywater, or effluent is discharged into adjacent waterbodies. Treated water shall be reused within the premises for landscape irrigation, toilet flushing, and other non-potable purposes.
3. The project site lies close proximity to seagrass ecosystems. The Project Proponent shall ensure that construction and operation activities do not cause any direct or indirect disturbance, degradation, or damage to seagrass beds.
4. No construction activity shall be started prior to obtaining CRZ clearance from the competent authority.
5. Freshwater requirement shall be sourced from the local authority or authorized private tankers. No extraction of groundwater is permitted in the CRZ area under any circumstances.
6. The project site shall be declared as *Plastic-Free Zone*. Single-use plastics are strictly prohibited, and eco-friendly alternatives must be adopted. Awareness programs shall be undertaken for resort staff and visitors.
7. No construction material, debris, excavated earth, or waste shall be dumped into the canal or CRZ area at any time.

8. A continuous greenbelt with native and salt-tolerant species shall be developed in the project premises in consultation with the Forest Department.
9. A rooftop solar photovoltaic system shall be installed to meet a portion of the project's energy requirements and promote the use of renewable energy maximum extent possible.
10. A scientifically designed rainwater harvesting system shall be implemented to conserve water and improve groundwater recharge outside CRZ areas.
11. Levelling of beach sand and removal of existing trees within or near the project site is strictly prohibited.
12. Visitors and resort staff shall be educated on protecting the beach and its biodiversity.
13. All provisions under Annexure-III of the CRZ Notification, 2011 (Guidelines for Development of Beach Resorts/Hotels) shall be strictly adhered to.

B. General conditions

1. Project Proponent shall undertake the establishment only after getting the required Clearance from Competent authorities such as Planning Permission, Plan Approval etc., including the clearance under CRZ Notification, 2011 and other statutory clearances.
2. The project proponent shall segregate the municipal solid waste generated as Bio Degradable and Non-Bio Degradable (Recyclable) and dispose the same scientifically as stipulated in Solid Waste Management (Amendment) Rules, 2020.
3. The project proponent shall adhere to the Construction and Demolition Waste Management Rules, 2018. The construction debris and other type of waste shall not be disposed off into the CRZ area or in the sea.
4. The Project Proponent shall strictly adhere to the Environmental Management Plan during both construction and operational phases to ensure minimal environmental impact.
5. The Consent to Establish, Consent to Operate shall be obtained from State Pollution Control Board under the Air (Prevention and Control of Pollution) Act,

1981 and Water (Prevention and Control of Pollution) Act, 1974, as may be applicable.

6. A Comprehensive Disaster Risk Management Plan shall be prepared and submitted, detailing strategies to mitigate risks associated with cyclones, flooding and storm surges, given the coastal vulnerability of the project location.
7. The project proponent is required to set up an Environment Management Cell to oversee and ensure the effective implementations of the recommendations outlined in the Environmental Management Plan included in the EIA report of the project.
8. The Authority instructed that all the conditions imposed by the TNSCZMA and the DCZMA shall be strictly complied with.

In view of the remarks of TEC, the Authority decided to defer the proposal of the Project proponent and send it back to the District Coastal Zone Management Authority (DCZMA), Ramanathapuram to provide authentic revenue records or equivalent Government documentation, in support of existence of the road i.e., FMB, etc., as per CRZ Notification requirements. In the absence of such verified records, the Authority shall not consider road existence for project clearance.

Agenda Item No 6: Proposed construction of Edible Oils and Mineral oils storage tank terminal of 50640 KL at Map id. AOS01G-O Yard in area I (north) of Chennai Port Trust Area, Chennai by M/s. Kumar Agro Tech Private Limited, Chennai (Single Window Number. SW/258613/2025)

Project Cost: Rs.53.33 crore

CRZ Classification: CRZ-II and CRZ-IVA areas

Provisions in CRZ Notification, 2011:

- As per Para 8 (i) II CRZ-II, storage of non-hazardous cargo, such as edible oil, fertilizers and food grain in notified ports, is permissible activities.
- As per Para 4(ii)(d), laying of pipelines, conveying system, transmission line are permissible activities and should obtain clearance from MoEF & CC, GoI.

Decision / Remarks of Tamil Nadu State Coastal Zone Management Authority:

The TNSCZMA reviewed the recommendation of the DCZMA, Chennai district, in the meeting held on 21.08.2025. The Authority has also taken note of the remarks of Technical Expert Committee (TEC) and the response provided by the Project Proponent for those comments.

The Authority decided to recommend the proposal to MoEF&CC, GoI, for CRZ Clearance with the following conditions:

A. Specific conditions

1. A Comprehensive Disaster Risk Management Plan shall be prepared and submitted, detailing strategies to mitigate risks associated with pipeline/tank farm oil spills, fire hazards, cyclones, flooding and storm surges and same to be linked with the Port Authority's emergency management systems.
2. The project must be fully integrated into the existing Port Environmental Management Plan to avoid fragmented management approaches. The port authority shall be kept informed of the comprehensive overall management framework, avoiding piecemeal approach.
3. A detailed Emergency Action Plan (EAP) shall be prepared, specifying immediate response measures, available equipment, and trained personnel for handling leakage, fire, or any other potential hazards.
4. A separate Oil Spill Contingency Plan aligned with the National Oil Spill Disaster Contingency Plan (NOSDCP) shall be developed and tested periodically in coordination with the Port Authority.
5. Dedicated firefighting systems and fire alarm installations shall be provided at all tank farm areas, with redundancy for backup systems. Necessary bund walls/dwarf wall along pipelines must be constructed and maintained to prevent accidental spillage into marine waters.
6. The Continuous environmental monitoring of air, water, and soil quality shall be undertaken in coordination with the Port Authority, with results reported regularly to the Authority/ TNPCB.

7. As committed by the Proponent during the presentation, a voluntary contribution of Rs.50 lakhs may be deposited to the Tamil Nadu Marine Resources Foundation (TNMRF) for conservation, mitigation and restoration of marine resources.
8. The project activity shall not disturb the surrounding coastal and marine ecosystems, including flora and fauna.
9. Emergency preparedness measures shall be overseen by the Port Authority to ensure a centralized and coordinated response mechanism.
10. The Project Proponent is suggested to register the TF 5 years agreement document dated 05.04.2025 executed with the Board of Chennai Port Authority under relevant Act/ Rule etc., immediately to avoid loss of exchequer to Government.

B. General conditions

1. No construction activity shall be started prior to obtaining CRZ clearance from the competent authority. The Project Proponent should also get required clearances such as Planning Permission, Plan Approval and other statutory clearances.
2. Groundwater extraction within CRZ areas is strictly prohibited under the CRZ Notification, 2011, and shall not be undertaken at any stage
3. The project proponent shall segregate the municipal solid waste generated as Bio Degradable and Non-Bio Degradable (Recyclable) and dispose the same scientifically as stipulated in Solid Waste Management (Amendment) Rules, 2020.
4. The project proponent shall adhere to the Construction and Demolition Waste Management Rules, 2018. The construction debris and other type of waste shall not be disposed off into the CRZ area or in the sea.
5. The Project Proponent shall strictly adhere to the Environmental Management Plan during both construction and operational phases to ensure minimal environmental impact.
6. The Consent to Establish, Consent to Operate shall be obtained from State Pollution Control Board under the Air (Prevention and Control of Pollution) Act,

1981 and Water (Prevention and Control of Pollution) Act, 1974, as may be applicable.

7. The project proponent is required to set up an Environment Management Cell to oversee and ensure the effective implementations of the recommendations outlined in the Environmental Management Plan included in the EIA report of the project.
8. The Authority instructed that all the conditions imposed by the TNSCZMA and the DCZMA shall be strictly complied with.

Agenda Item No 7: Proposed Establishment of edible oil storage terminal at O Yard in area I (north) of Chennai Port Trust Area at Rajaji Salai, Chennai by M/s. Gokul Agro Resources Limited, Chennai. (Single Window No. SW/259353/2025)

Project Cost: Rs.18.35 crore.

CRZ Classification: CRZ-II and CRZ-IVA areas

Provisions in CRZ Notification, 2011:

- As per Para 8 (II) CRZ II (vi) storage of non-hazardous cargo, such as edible oil, fertilizers and food grain in notified ports.
- As per Para 4 (ii) (d) laying of pipelines, conveying systems, transmission line are permissible activities, and it requires clearance from MoEF&CC, GoI.

Decision / Remarks of Tamil Nadu State Coastal Zone Management Authority:

The TNSCZMA reviewed the recommendation of the DCZMA, Chennai district, in the meeting held on 21.08.2025. The Authority has also taken note of the remarks of Technical Expert Committee (TEC) and the response provided by the Project Proponent for those comments.

The Authority decided to recommend the proposal to MoEF&CC, GoI, for CRZ Clearance with the following conditions:

A. Specific conditions

1. A Comprehensive Disaster Risk Management Plan shall be prepared and submitted, detailing strategies to mitigate risks associated with pipeline/tank farm oil spills, fire hazards, cyclones, flooding and storm surges and same to be linked with the Port Authority's emergency management systems.

2. The project must be fully integrated into the existing Port Environmental Management Plan to avoid fragmented management approaches. The port authority shall be kept informed of the comprehensive overall management framework, avoiding piecemeal approach.
3. A detailed Emergency Action Plan (EAP) shall be prepared, specifying immediate response measures, available equipment, and trained personnel for handling leakage, fire, or any other potential hazards.
4. A separate Oil Spill Contingency Plan aligned with the National Oil Spill Disaster Contingency Plan (NOSDCP) shall be developed and tested periodically in coordination with the Port Authority.
5. Dedicated firefighting systems and fire alarm installations shall be provided at all tank farm areas, with redundancy for backup systems. Necessary bund walls/dwarf wall along pipelines must be constructed and maintained to prevent accidental spillage into marine waters.
6. The Continuous environmental monitoring of air, water, and soil quality shall be undertaken in coordination with the Port Authority, with results reported regularly to the Authority/ TNPCB.
7. The project activity shall not disturb the surrounding coastal and marine ecosystems, including flora and fauna.
8. As committed by the Proponent in the compliance report, a voluntary contribution of Rs.36.70 Lakhs may be deposited to the Tamil Nadu Marine Resources Foundation (TNMRF) for conservation, mitigation and restoration of marine resources.
9. Emergency preparedness measures shall be overseen by the Port Authority to ensure a centralized and coordinated response mechanism.
10. The Project Proponent is suggested to register the TF 5 years agreement document dated 07.04.2025 executed with the Board of Chennai Port Authority under relevant Act/ Rule etc., immediately to avoid loss of exchequer to Government.

B. General conditions

1. No construction activity shall be started prior to obtaining CRZ clearance from the competent authority. The Project Proponent should also get required clearances such as Planning Permission, Plan Approval and other statutory clearances.
2. Groundwater extraction within CRZ areas is strictly prohibited under the CRZ Notification, 2011, and shall not be undertaken at any stage
3. The project proponent shall segregate the municipal solid waste generated as Bio Degradable and Non-Bio Degradable (Recyclable) and dispose the same scientifically as stipulated in Solid Waste Management (Amendment) Rules, 2020.
4. The project proponent shall adhere to the Construction and Demolition Waste Management Rules, 2018. The construction debris and other type of waste shall not be disposed off into the CRZ area or in the sea.
5. The Project Proponent shall strictly adhere to the Environmental Management Plan during both construction and operational phases to ensure minimal environmental impact.
6. The Consent to Establish, Consent to Operate shall be obtained from State Pollution Control Board under the Air (Prevention and Control of Pollution) Act, 1981 and Water (Prevention and Control of Pollution) Act, 1974, as may be applicable.
7. The project proponent is required to set up an Environment Management Cell to oversee and ensure the effective implementations of the recommendations outlined in the Environmental Management Plan included in the EIA report of the project.
8. The Authority instructed that all the conditions imposed by the TNSCZMA and the DCZMA shall be strictly complied with.

Agenda Item No 8: Proposed Construction of Sewer Line Underground System of CMWSSB through Edyanchavadi, Sadayankuppam and Kadapakkam village, Thiruvottiyur taluk, Chennai by the Superintending Engineer, (P)-II CMWSSB, No. 1, Pumping Station Road, Chintadripet, Chennai (SW/256859/2025)

Project Cost: Rs. 238.52 crore.

CRZ Classification: CRZ-IA (50 m Mangrove Buffer Zone), CRZ-IB, CRZ-II, CRZ-IVB and outside CRZ area

Provisions in CRZ Notification, 2011:

1. As per CRZ Notification 2011, vide para 8 (i) I CRZ I (i)(b) pipelines, conveying systems including transmission lines are permissible activities.
2. As per CRZ Notification 2011, vide Para 4 (ii) (d), Laying of Pipelines, conveying systems, Transmission line are permissible activities and get prior approval from MoEF & CC, Govt. of India after recommendation of SCZMA.

Decision / Remarks of Tamil Nadu State Coastal Zone Management Authority:

The TNSCZMA reviewed the recommendation of the DCZMA, Chennai district, in the meeting held on 13.06.2025. The Authority has also taken note of the remarks of Technical Expert Committee (TEC) and the response provided by the Project Proponent for those comments.

The Authority decided to recommend the proposal to MoEF&CC, GoI, for CRZ Clearance with the following conditions:

A. Specific conditions

1. The sewer network and associated infrastructure must incorporate state-of-the-art technologies such as IoT-enabled leak detection, AI-based predictive maintenance, and resilient materials to ensure a fool-proof system against leakages, pipe bursts, or malfunctioning.
2. The pipeline should be planned to avoid disturbance to the existing mangroves / and mangrove in buffer. If any damage to mangroves is unavoidable, a compensatory afforestation plan must be prepared to plant ten times the number of mangroves lost and to restore any that are affected.
3. A continuous effluent quality monitoring system complying with CPCB standards shall be installed and included in the EMP cost. Monitoring shall be

undertaken by a NABL-accredited third-party agency, and reports submitted regularly to TNPCB.

4. A dedicated Disaster Management Cell shall be constituted by CMWSSB to oversee preparedness and rapid response. Adequate emergency storage facilities (holding tanks or equivalent) shall be provided to prevent uncontrolled sewage discharge during system failure or extreme weather events.
5. Sludge from the STP must be managed only through authorized vendors in line with applicable waste management rules.
6. Construction of the pipe-carrying bridge shall not obstruct the natural flow of the river. Necessary hydrological clearances, if applicable, shall be obtained from relevant authorities. The design of the pipe-carrying bridge must guarantee that no untreated or partially treated sewage can enter natural waterbodies.
7. During construction and operation phase, mangroves and associated habitats must not be disturbed or damaged. If any mangroves get affected, compensatory afforestation plan must be made to plant new ones and restore any that are damaged.
8. A monitoring plan shall be developed to track and mitigate any ecological impacts during both construction and operation phases.

B. General conditions

1. No construction activity shall be started prior to obtaining CRZ clearance from the competent authority. The Project Proponent should also get required clearances such as Planning Permission, Plan Approval and other statutory clearances.
2. Groundwater extraction within CRZ areas is strictly prohibited under the CRZ Notification, 2011, and shall not be undertaken at any stage.
3. The Project Proponent shall undertake the establishment only after getting the required Clearance from Competent authorities such as Planning Permission, Plan Approval etc., including the clearance under CRZ Notification, 2011 and other statutory clearances.

4. The project proponent shall segregate the municipal solid waste generated as Bio Degradable and Non-Bio Degradable (Recyclable) and dispose the same scientifically as stipulated in Solid Waste Management (Amendment) Rules, 2020.
5. The project proponent shall adhere to the Construction and Demolition Waste Management Rules, 2018. The construction debris and other type of waste shall not be disposed of into the CRZ area or in the sea.
6. Any Hazardous waste generated during construction/operation phase shall be disposed as per applicable rules and norms with necessary approvals of the TNPCB.
7. Consent to Establish shall be obtained from State Pollution Control Board under the Air (Prevention and Control of Pollution) Act,1981 and Water (Prevention and Control of Pollution) Act,1974, as may be applicable.
8. A Comprehensive Disaster Risk Management Plan shall be prepared and submitted, detailing strategies to mitigate risks associated with cyclones, flooding and storm surges, given the coastal vulnerability of the project location.
9. The Project Proponent shall strictly adhere to the Environmental Management Plan during both construction and operational phases to ensure minimal environmental impact.
10. The Authority instructed that all the conditions imposed by the TNSCZMA and the DCZMA shall be strictly complied with.

Agenda Item No. 9 Proposed development as tourist destination of Tharangambadi Village, Mayiladuthurai district by the General Manager, Tamil Nadu Tourism Development Corporation limited, Chennai (Single Window No. SW/258796/2025)

Project Cost: Rs. 3.00 crore.

CRZ Classification: CRZ-IA & CRZ-II areas

Provisions in CRZ Notification, 2011:

- As per the CRZ Notification, 2011 Para 8(i) I CRZ-I (c) facilities that are essential for activities permissible under CRZ-I

- As per CRZ Notification 2011, vide para 8(i) II CRZ-II (i) and (ii) buildings shall be permitted only on the landward side of the existing road, or on the landward side of existing authorized structures; As per the amendment issued by MoEF., GoI in notification S.O. No. 1599 (E) dated 16th June 2015.
- Para 8 II CRZ-II (ii)" buildings permitted on the landward side of the existing and proposed roads or existing authorized structures shall be subject to the local town and country planning regulations as modified from time to time, except the Floor Space Index or Floor Area Ratio which shall be as per 1991 level".
- As the major activities falls in CRZ-IA (Archaeological site) and hence as per the notification, 2011 (or) Office Memorandum dated:26.04.2022 (Procedure for clearance of permissible activities as per the CRZ Notification, 2011), there is no provisions to recommend the proposal to State Planning Authority / SEIAA.
- Hence, the proposal may be recommended to MoEF & CC, Govt. of India, for issuing Clearance.

Decision / Remarks of Tamil Nadu State Coastal Zone Management Authority:

The TNSCZMA reviewed the recommendation of the DCZMA, Mayiladuthurai district, in the meeting held on 29.07.2025. The Authority has also taken note of the remarks of Technical Expert Committee (TEC) and the response provided by the Project Proponent for those comments.

The Authority decided to recommend the proposal to MoEF&CC, GoI, for CRZ Clearance with the following conditions:

A. Specific conditions

1. Freshwater requirement shall be sourced from the local authority or authorized private tankers. No extraction of groundwater is permitted in the CRZ area under any circumstances.
2. All proposed constructions (pavements, entry plaza, amenities) shall utilize eco-friendly, low-impact, and sustainable suitable materials to minimize environmental footprint and ensure long term environment sustainability.
3. Harmonized Accessibility Guidelines must be adopted to ensure safe, barrier-free, and inclusive access for all visitors, including persons with disabilities.
4. The STP plant shall be scientifically designed to ensure Zero Liquid Discharge (ZLD) system, with no sewage, grey water, or effluent is discharged into adjacent water bodies. Treated water shall be reused within the premises for landscape irrigation, toilet flushing, and other non-potable purposes.

5. A greenbelt using native, salt-tolerant species shall be developed within the project site, in consultation with the Forest Department.
6. A rooftop solar photovoltaic system shall be installed particularly over the car parking area to meet a portion of the project's energy requirements and promote the use of renewable energy maximum extent possible.
7. Visitor awareness programs shall be conducted to promote responsible tourism, prevent littering, and encourage protection of the coastal ecosystem.

B. General conditions

1. No construction activity shall be started prior to obtaining CRZ clearance from the competent authority. The Project Proponent should also get required clearances such as Planning Permission, Plan Approval and other statutory clearances.
2. Groundwater extraction within CRZ areas is strictly prohibited under the CRZ Notification, 2011, and shall not be undertaken at any stage.
3. The project proponent shall segregate the municipal solid waste generated as Bio Degradable and Non-Bio Degradable (Recyclable) and dispose the same scientifically as stipulated in Solid Waste Management (Amendment) Rules, 2020.
4. The project proponent shall adhere to the Construction and Demolition Waste Management Rules, 2018. The construction debris and other type of waste shall not be disposed of into the CRZ area or in the sea.
5. A Comprehensive Disaster Risk Management Plan shall be prepared and submitted, detailing strategies to mitigate risks associated with cyclones, flooding and storm surges, given the coastal vulnerability of the project location.
6. The Project Proponent shall strictly adhere to the Environmental Management Plan during both construction and operational phases to ensure minimal environmental impact.
7. The project proponent is required to set up an Environment Management Cell to oversee and ensure the effective implementations of the recommendations

outlined in the Environmental Management Plan included in the EIA report of the project.

8. The Authority instructed that all the conditions imposed by the TNSCZMA and the DCZMA shall be strictly complied with.

Other discussion: The Chairperson has instructed the Member Secretary, TNSCZMA to organize training program for all Head of Departments of the Government of Tamil Nadu to build awareness on CRZ Clearances and improve understanding of the norms and procedures.

Sd./- xxxx

**Thiru A.R. Rahul Nadh, I.A.S.,
Member Secretary,
Tamil Nadu State Coastal Zone
Management Authority &
Director, Department of Environment &
Climate Change,
Chennai - 600035.**

Sd./- xxxx

**Tmt. Supriya Sahu, I.A.S.,
Chairperson, Tamil Nadu State Coastal
Zone Management Authority and
Additional Chief Secretary to Government,
Environment, Climate Change &
Forest Department,
Secretariat, Chennai - 9.**