

# **EXECUTIVE SUMMARY**

**For**

## **Proposed Reconstruction of project**

**“Old Wadia Building”**

“Old Wadia building” under 33/7 on plot bearing C.S. No. 424 of Bhuleshwar Division in  
“C” Ward No. 2083(1), 2083(3), 2084 building No. 7-7A-13B, 7E, 7D, Chandanwadi Road,  
Off J.S.S. Road, Mumbai - 400002

**Proposed By**

**M/S. ALAMDAR INFRASTRUCTURE PVT.  
LTD.**

## **EXECUTIVE SUMMARY**

### ***INTRODUCTION***

M/s. Alamdar Infrastructure Pvt. Ltd. is proposing the reconstruction of existing building known as “Old Wadia building” under 33/7 on plot bearing C.S. No. 424 of Bhuleshwar Division in “C” Ward No. 2083(1), 2083(3), 2084 building No. 7-7A-13B,7E,7D, Chandanwadi Road, Off J.S.S. Road, Mumbai – 400002 which falls within the Municipal limits of Greater Mumbai.

The existing structure is proposed to be demolished and new structure is proposed. The proposed project site falls under CRZ II as per the CRZ Notification 2011

### ***PROJECT DETAIL***

The total permissible built up area of proposed project is 4073.98 m<sup>2</sup>. The total plot area of the proposed reconstruction project is 1550.17 m<sup>2</sup>.

The area statement is tabulated below:

#### **Area Statement**

1	Total Plot area	1550.17	m <sup>2</sup>
2	Permissible FSI	2.50	
3	FSI Consumed	2.49	
4	Proposed FSI Area	4073.98	m <sup>2</sup>
5	Non FSI Area	9427.97	m <sup>2</sup>
6	Total Construction Area	13501.95	m <sup>2</sup>

#### **Project Summary**

Sr. No.	Details	Quantity
1	Project Cost	36.25 Cr
1	Total Water Requirement	73 m <sup>3</sup> /day
2	Sewerage Generation	58 m <sup>3</sup> /day
3	Total Power Requirement	2 MW
4	Total Solid Waste Generation	264 kg/d

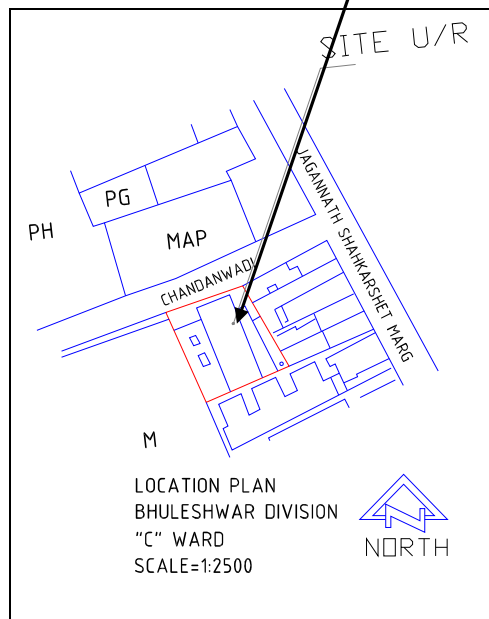
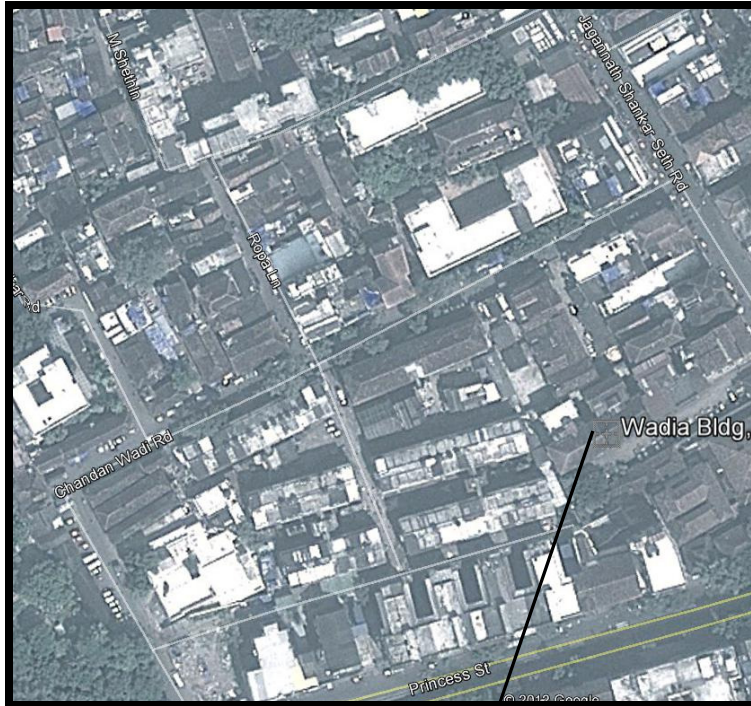
### ***BASELINE ENVIRONMENT***

The baseline environmental status of the study region has been collected by the study team to ascertain the present environmental conditions around the proposed construction site. The study region for this assessment has been confined to 5 km radius from the project site.

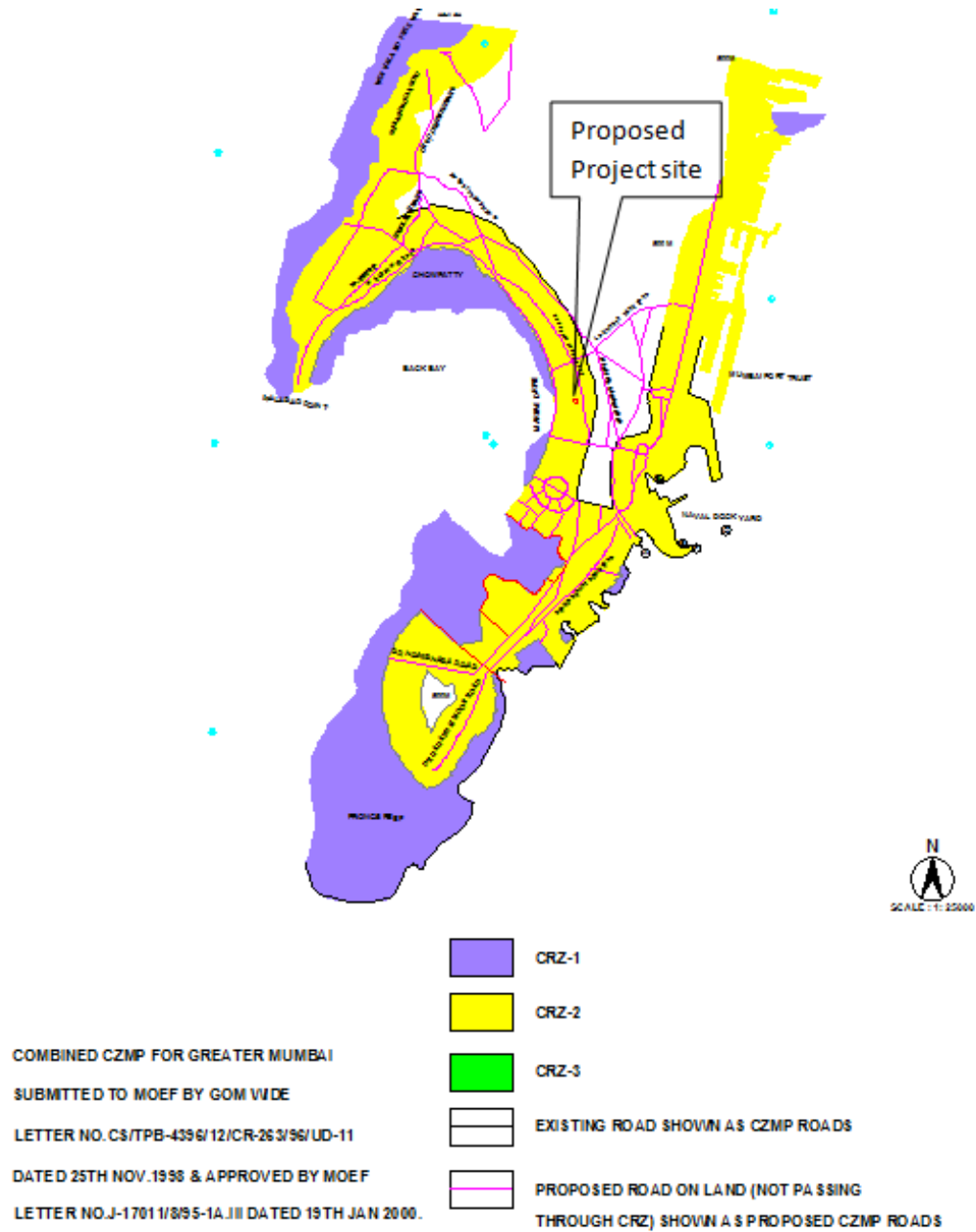
**GEOGRAPHICAL CONTEXT**

The proposed redevelopment is under coastal regulation zone planned at Bhuleshwar Division, located on 18°56'45.25" N latitude and 72°49'36.21" E longitude. The proposed project site is about 1.0 Km away from Marine Line Railway Station .The proposed project is approachable by the 12 m wide Jaganath Shankarseth Road which is on East Side. The project is planned in the plot admeasuring 1550.17 m<sup>2</sup> area.

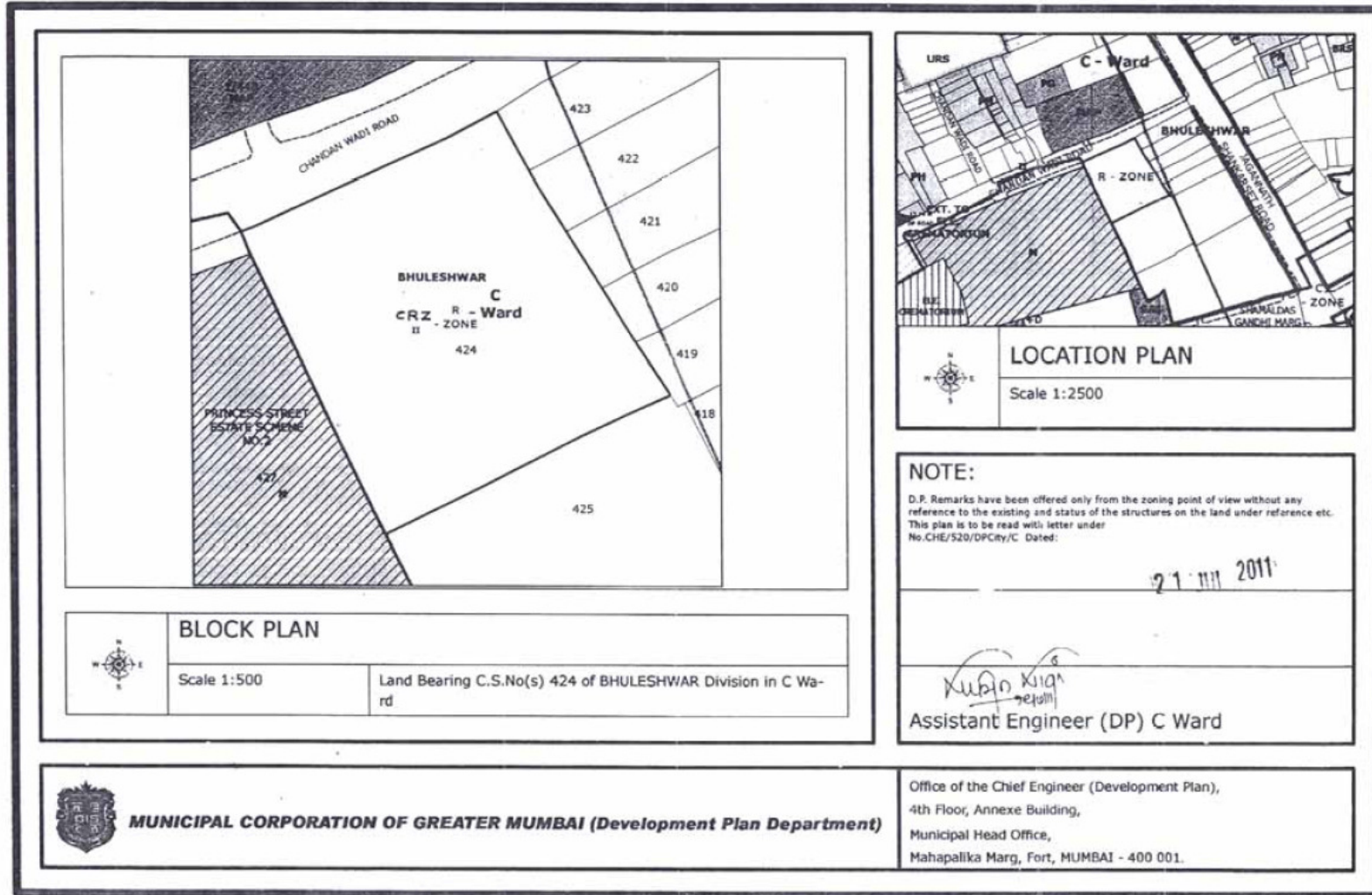
***Location of the Proposed Redevelopment Project***



**CRZ Demarcation:**



*Location of the Project on DP Sheet*



## ***DATA SOURCES***

The study team has collected the secondary information as well as the primary information on various environmental attributes. Information on existing environmental conditions has been gathered from several sources including:

- Site surveys and field experiments to gather the information on Air Quality, and Water Quality, Noise Quality, Biological environment and traffic were conducted by the study team.
- The published literature mainly Gazetteers and Environmental Status Report of Brihan Mumbai Municipal Corporation,
- Maps from Geological Survey of India and Development Plans of Brihan Mumbai Municipal Corporation.
- Mumbai City Census Data 2001 and satellite imagery.
- Secondary data from IMD, Santacruz.

Key aspects of prevailing baseline environmental qualities are as follows:

### ***Meteorology***

The climate of this region is mostly humid through out the year. It receives heavy rainfall in the monsoon season. On an average, the temperature varies from 16.6oC to 37.9oC. With marginal difference between summer and winter months and weather remains damp nearly through out the year. The year may be divided into four seasons, as outlined below:

<b>Season</b>	<b>Period</b>
Summer	March to May
Monsoon	June to September
Post monsoon	October to November
Winter	December to February

### ***Ambient Air Quality***

Air quality was measured at three locations in the study area considering the prevalent upwind and downwind directions. Concentrations of Suspended particulate matter, Respirable Particulate Matter, PM<sub>2.5</sub>, Sulphur dioxide, oxides of Nitrogen, Carbon

Monoxide were measured. Concentrations of Suspended particulate matter was in range 102-124  $\mu\text{g}/\text{m}^3$ , Respirable Particulate Matter,  $\text{PM}_{2.5}$  in range (32 - 67  $\mu\text{g}/\text{m}^3$ ), Sulphur dioxide (3-10  $\mu\text{g}/\text{m}^3$ ), oxides of Nitrogen(8-20  $\mu\text{g}/\text{m}^3$ ) Carbon Monoxide (0.37-0.72  $\mu\text{g}/\text{m}^3$ ). All the parameters were in the normal range and in conformance with their respective National Ambient Air Quality Standards

### ***Water Quality***

The surface water body observed in the study area is the Arabian Sea. No water samples were taken because there is no source of ground water on the site and drinking water will be supplied by MCGM.

### ***Noise Quality***

The quality of noise was monitored at three locations in the study area. The locations selected were such as to represent residential areas. At two locations the day time noise levels were found to be exceeding the ambient noise quality standards for day time prescribed by CPCB due to traffic. The noise level at day time was around 60-65 dB this is attributed due to the high traffic flow. The night time noise levels were found in the range of 42-50dB (A).

### ***Traffic Pattern and Density***

The traffic survey was conducted to ascertain the present traffic scenario along Jagnath Shankarseth Marg and Chandanwadi Road. It has been observed from analysis of traffic surveys that surrounding road network has acceptable level of traffic carrying capacity considering the total traffic vis-à-vis total volume (i.e. both directions) during both the morning and evening peak hours.

### ***Land use***

The study area is predominantly developed residential and commercial in nature. The proposed project is the redevelopment of existing residential building hence there will not change the land use.

### ***Flora and Fauna***

A field survey undertaken around the study area and analysis of secondary data with respect to flora & fauna indicates the following:

- Plant species have been observed in the area which includes trees, shrubs and climbers; herbs are common and found in other parts of Maharashtra as well.

### ***Socio-Economic characteristics***

The project site comes under the Bhuleshwar division in “C” ward. The main land use is built-up area. The major occupational activity of the population is in service sector. An analysis of the secondary data regarding educational facilities in the study area reveals adequate availability of schooling facilities at primary and secondary levels. An average meeting the national standards with regard to health, medical infrastructural facilities is also available in the area. Besides, the area is well connected and has a fairly good amount of accessible infrastructural facilities.

### ***ENVIRONMENTAL IMPACT IDENTIFICATION***

The Environmental Impact Assessment report enumerates the likely impacts due to implementation of proposed project on environmental components such as Air, Noise, Water, Land, Biological and Socio-economic environment.

#### ***Air Environment***

During construction phase emissions from construction machinery and transportation vehicles would mainly contain particulates, SO<sub>2</sub>, NO<sub>x</sub> and CO. Dust in the atmosphere may increase during excavation and construction.

In the functional phase impact may be mainly due to vehicular emissions.

#### ***Noise Environment***

During construction phase operation of construction machinery and use of DG sets may lead to increase in ambient noise levels.

In functional phase impact on noise may be due to vehicular traffic and operation of DG sets in case of power failure.

#### ***Water Environment***

Probable source of pollution could be spillage of oil and fuels used for construction machinery. Also sewage from the sanitary facilities for workers on the site may contaminate water. Provision will be made for septic tanks and soak pits to maintain proper hygiene.

Impact during functional phase will be mainly due to discharge of domestic sewage.

The fresh water requirement is about 73 m<sup>3</sup>/day

The sewage will be generated around 58 m<sup>3</sup>/day



### *Water Balance*

Particulars	No of Flats /rooms	occupancy	Total Population	Water Requirement Basis (in lpcd)*		Total Water Requirement/ person	Water Demand m <sup>3</sup> /day
				Domestic	Flushing		
No. of flats	102	5	510	90	45	135	69
Shops	23	2	46	15	45	90	4
Total							73
<b>Domestic (Considering 5% losses)</b>						<b>Water Demand m<sup>3</sup>/day</b>	<b>Sewage Generation</b>
<b>Total Sewage generation</b>							<b>58</b>
Sludge Generated							1.0
<b>Total Sewage for recycling</b>							57
<b>Flushing</b>							
No. of flats	102	5	510		45	23	23
Shops	23	2	46		45	2	2
Total							
<b>Possible Recycling For Flushing</b>							25
<b>Recycling of Treated water</b>							<b>26</b>
<b>Garden</b>		121.49 m <sup>2</sup>					<b>1</b>
Excess Treated Sewage to Municipal sewer							<b>32</b>
* Basis for Water supply is taken from BIS: National Building Code of India 2005: Part 9 pg 19							

The sewage generated through the proposed project will be treated in Sewage treatment plant with capacity of 60 m<sup>3</sup>/day

### *Land Environment*

Soil erosion caused in the activities like clearing, cutting, filling and levelling during construction may contaminate the land.

Disposal of solid waste/garbage will be the only land pollutant factor in the functional phase. Appropriate measures will be adopted for its storage and disposal.

Solid waste generated: 264 kg/day

This waste will be disposed by Ecobiocompack plant

### *Traffic Impact*

During construction, movement of haul trucks carrying debris, construction material, etc. and parking of construction vehicles on the road outside the site premises may lead to congestion of traffic.

In the operation phase there will be increase in the vehicular movement because of the residents and visitors. The analysis indicates that the traffic in the proposed conditions during both the morning and evening peak hours are below the carrying capacity of the access roads. Hence there would be no adverse impact on adjoining road traffic on account of this development.

***Biological Environment***

During construction phase there will be no significant impact as there will be no cutting of trees from the construction site.

The impact on ecological environment during the use phase of the project will be positive as landscaping and plantation will be done along the roads and within the project premises.

***Environmental Management Plan***

Measures which will be adopted to reduce the magnitude of negative impacts from the proposed project during construction and functional phase are discussed below in the Environment Management Plan.

### Environmental Management Plan during Construction Phase

Sr. No.	Environmental Components	Predicted Impacts	Probable source of Impact	Mitigation Measures	Remarks
<b>CONSTRUCTION PHASE</b>					
1.	Ambient Air Quality	Negative impact inside construction site premises. No negative impact outside site.	Dust emissions from excavation, air emissions from machinery and other construction activities at site.	Dust reduction measures such as road watering. Periodic maintenance of construction equipment. Use of good quality fuels. Use of Personal Protective Equipments	Impacts are temporary during construction phase. Impacts will be confined to short distances, as coarse particles will settle within the short distance from activities.
2.	Noise	Negative impact near noise generation sources inside premises.  No significant impact on ambient noise levels in the surrounding area.	Noise generated from construction activities and operation of construction equipment and DG sets	Use of well maintained equipment. Heavy construction activity limited to day-time hours only. Use of noise mufflers in portable DG sets and construction vehicle. Use of earplugs/muffs by construction staff.	Temporary impacts during construction phase. No blasting or other high noise activities envisaged.
3.	Water quality	No significant negative impact.	Surface runoff from project site. Oil/fuel and waste spills. Improper debris disposal. Discharge of sewage from labour camp.	Silt fences to reduce run-off Secondary containment and dykes in material storage areas. Sewage treatment in septic tanks.	Impact will be temporary. Local labour will be employed to reduce size of labour camps. No perennial surface water resource adjacent to site.
4	Land	Minor negative impact	Excavation, Construction debris, waste from labour camp.	Reutilisation and recycling of construction debris  Waste from labour camps will be	

Sr. No.	Environmental Components	Predicted Impacts	Probable source of Impact	Mitigation Measures	Remarks
<b>CONSTRUCTION PHASE</b>					
				collected and composted on site. Non compostable waste will be transported to landfill site.  Topsoil will be conserved and used for landscaping in functional phase.-	
5.	Aesthetics	Minor negative impacts	Construction activities and Excavation	The impacts will be compensated by extensive tree plantation and gardening in the use phase.	Short term impact restricted only in the initial stages of construction.
6.	Biological	No Significant impacts	Cutting of trees in the labour camps for cooking, Habitat disturbance during construction activity.	Cutting of trees around labour camp will be prohibited. Suitable alternatives for this purpose will be found.	The site is devoid of any tree cover. There is no significant flora, fauna diversity and density
7.	Socio-economic	Overall positive impact	Increased job opportunity for locals.	--	--
8	Traffic Pattern	No Negative Impact	Haul truck movement and possibility of traffic congestion outside site on the road.	Adequate parking space for haul trucks will be provided inside the site.	--

### Environmental Management Plan during functional Phase

Sr. No.	Environmental Components	Predicted Impacts	Probable Source Of Impact	Mitigation Measures	Remarks
<b>FUNCTIONAL PHASE</b>					
1.	Ambient Air Quality	Minor Negative impact	Particulate and gaseous emissions from DG sets and vehicle movement	Use of low sulphur good fuel Periodic maintenance of DG sets. Use of CNG/LPG as a fuel should be encouraged.	DG sets will be used only during power failure.
2.	Noise	Minor negative impact inside premises.	Noise from vehicle movement and operation of diesel generator sets during power failure.	Housing of DG sets in buildings with appropriate acoustics. Traffic management measures to reduce noise Appropriate trees which will act as noises barriers will be planted in the premises and along roadside.	--
3.	Water	No significant adverse impact	Oil/ fuel and waste spills in vehicle parking area. Discharge of sewage. Discharge of contaminated storm water	Sewage will be treated in Sewage treatment plant with capacity of 60 m <sup>3</sup> . Rainwater harvesting and recharge of groundwater aquifer is proposed. Good housekeeping and storm water management will be followed.	
4	Land	No negative impact	Storage and disposal of solid wastes. Discharge of sewage. Fuel and material spills.	Treatment and reuse of sewage water. Integrated waste management and spill control plan Dry garbage will be sent for recycling and wet garbage will be	Segregation of dry and wet garbage before will be done before disposal.

Sr. No.	Environmental Components	Predicted Impacts	Probable Source Of Impact	Mitigation Measures	Remarks
<b>FUNCTIONAL PHASE</b>					
				composted.	
5	Biological	Overall Positive impact	Cutting and uprooting trees Habitat disturbance	Green spaces inside the premises will help to compensate the earlier effect from vegetation.	Landscaping will help in reducing any adverse impacts on air and noise quality.
6	Socio-economic	Overall Major Positive impact	Increased job opportunity in commercial complex, hotel and ancillary maintenance services.	--	Positive and long term impact-
7	Traffic Pattern	No significant Impact	The complex is likely to add moderately to the traffic flow considered during peak hour.	Traffic Management practises will be employed. Adequate parking space will be provided in the premises.	The existing traffic flow in the peak hours is below the capacity of the road to cater the traffic. Thus Project will add no significant additional traffic burden on the road.
8	Aesthetics	Positive Impact	Landscaping and gardens	--	Help in improving general ambience of the area.