

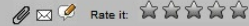


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NGOs give thumbs down to car shed in Royal Palms

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Posing a question

"We can't understand what the MMRC is up to. It is shocking that despite having two proper alternatives in the form of Kanjurmarg and Kalina, MMRC is not even studying them. But, they are keen to consider Royal Palms," Stalin said.

Calling Mumbai Metro Rail Corporation (MMRC) "confused" and "unclear" about the Colaba-Bandra-SEEPZ Metro III project, NGOs opposing the car shed inside Aarey Colony said they were completely against the idea of the shed being shifted to Royal Palms as well.



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Over 37 organisations, including Aarey Conservation Group (ACG) and Save Aarey Community, have planned a human chain to raise voice against the proposed car shed in Aarey. They have come together to form the Apna Mumbai Abhiyaan (APA) to protect city's natural resources.

Stalin D, director of projects at Vanashakti, which has filed a plea in the NGT, said right from the start, MMRC seemed confused and unclear about the project.

Initially, they wanted 30 ha for the car shed. Then they went on to file an affidavit before NGT for 20.82 ha. Now, they were demanding 62 ha, he said. "We can't understand what the MMRC is up to. It is shocking that despite having two proper alternatives in Kanjurmarg and Kalina, MMRC seems to not even studying them. But, they are keen to consider Royal Palms," he said.

"We are not against the Metro project. All we are protesting against is the construction of a car shed in Aarey. In fact, we are also against the recent proposal of shifting the car shed to Royal Palms inside Aarey, as it will still affect the environment," said Manish Gadia of Save Aarey Community.

Priya Mishra of ACG alleged that the MMRC has also misrepresented facts. "Kalina and Aarey were shortlisted. Kalina was found to be more suitable, but Aarey was finalised on the basis of the plot size. The area was calculated on the basis of online mapping," she said, adding that independent mapping revealed that false figures were quoted to justify the choice.

"The size quoted in the detailed project report (DPR) for Kalina was 20 ha, while for Aarey it was 34.3 ha. But the actual size found independently was 26 ha for Kalina and, surprisingly, only 27 ha for Aarey," said Mishra, adding that there was no reason to not choose Kalina.

Meanwhile, Stalin opined that Kanjurmarg was the best option, as there was enough land and also no major environmental concerns. "We all are demanding that the car shed be constructed at a location where there is least damage to the environment. Kanjurmarg fits the bill," he said.

Caption: For representation purpose only



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Published Date: Jun 03, 2016

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