

Section 8 Residual Impacts

SECTION 8 : RESIDUAL IMPACT

8.1 INTRODUCTION

The residual impacts of the Project are those impacts that could potentially persist in the long-term even after all practicable mitigation measures have been implemented. The negative residual impacts are of concern, as they have the potential to cause long-term impacts beyond the scope and timeframe of the Project.

8.2 ACQUISITION AND RELOCATION

Residents, whose houses that will be acquired, will need to relocate elsewhere. While the compensation is expected to fair and reflect current market value of their properties, certain “quality of life” elements may be irreplaceable. These include a sense of community, attachment to a particular street or a set of neighbours, loss of familiar landmarks and conveniences such as shops, markets, schools, etc. Those who are able to relocate near their acquired homes, these losses may not be significant. However, those who have to relocate far from their current homes, these losses will be substantial.

Similarly, businesses that have to relocate may lose some portion of the customers and business – especially if they have to relocate far from their original location.

8.3 NOISE AND VIBRATION IMPACTS

Piling vibrations and noise represent potential areas of concern to the communities (residential, commercial, schools, hospitals) located in close proximity to the alignment and stations during construction stage.

Although mitigating measures shall be implemented during construction stage to minimise noise and vibration impacts (**Section 6.6**), the noise generated from such activities would be considered as intrusive by the community and potential source of disturbance. The residual impacts at specific locations could persist from one year or more depending on the extent of construction works.

Although noise levels from the trains can be adequately mitigated during operation, the noise levels may increase over time due to wear and tear of the track and wheels. Similarly, ground-borne vibration may increase over time with the deterioration of the tracks, wheels and vibration reduction elements.

Areas identified with residual impacts during operation include:

- Damansara Utama Puncak Damansara Apartments
- Jalan PJU 1a/43, D’Aman Crimson Apartment, Suria Damansara Condominium, Kelana D’Putera Condominium
- Jalan Plumbum 7/97, 7/101 and adjoining area

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- Pelangi Apartment, Jalan Pekan Baru 38
- Jalan Kelicap 41 and Jalan Kelicap 45
- Jalan Meru
- Perumahan MPK

Rigorous operation and maintenance is critical to ensure that each part are properly maintained and replaced to keep this residual impact as low as possible.

Of major concern is where the alignment and/or station are located close to hospital which is sensitive to vibration impacts (operation theatre and laboratory) or other buildings. Hospitals located along the alignment include Hospital Tengku Ampuan Rahimah and Klang KPJ Specialist Hospital.

8.4 TRAFFIC CONGESTION

a) During Construction Stage

Although the Project Proponent is expected to take precautionary measures during the construction phase to minimise the problem (as described in **Section 6.5.4**), traffic congestion remain the major problem. This cannot be avoided given the fact that alignment is located along busy roads and highways within urban and semi-urban areas of Petaling Jaya, Shah Alam and Klang.

Construction of the elevated viaducts and stations will take place along busy roads and highways and are likely to affect the performance and level of service these roads despite all the traffic management measures. At some locations, presence of schools along or near the roads is a major concern particularly during school peak hours. Some of the schools interviewed have expressed their concerns on this matter and requested more engagement with them with regards to formulation of the traffic management plan and dissemination of information pertaining to the Project.

Of particular concerns are the following roads :

- SPRINT Highway (between Damansara Utama and Damansara Toll Plaza)
- NKVE
- Persiaran Hishamuddin
- Jalan Meru
- Jalan Jambatan Kota

The residual impacts at any particular road could persist from periods ranging from several months to two years – depending the nature and duration of construction.

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b) During Operation Stage

Some amount of congestion can be expected to persist at some stations due to either inadequate road capacity, vehicles stopping to drop and pick up passengers and haphazard/illegal parking.

Although the Project Proponent is currently examining the traffic impacts and planning the traffic circulation at each station location, problems may persist. Some of the problems include:

- motorists stopping at locations where they should not
- motorists illegal or double parking
- vehicles slowing down due to picking up and dropping off at the stations
- busses stopping at the stations or by the road side near the stations

8.5 VISUAL IMPACT

The viaducts and the pillars supporting them will be prominent features along the LRT3 Line – all the way from Bandar Utama to Johan Setia except at the underground stretches. Although hard and soft landscaping will be carried out, the impacts of the structure on the landscape will remain. The problem may be compounded by other attendant issues such as illegal billboards and graffiti.

The residual visual impacts will lessen over time as people get accustomed to the structures.

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