

# CHAPTER 2

## CHAPTER 2:

# STATEMENT OF NEED AND PROJECT OPTION

This chapter addresses the need for the Project and the options available.

### 2.1 THE NEED FOR THE PROJECT

It is the intention of the Government of the State of Pahang to construct a new road leading to Jerantut from Sungai Lembing. The Project has been earmarked in the Kuantan District Local Plan 2004-2015 (**Figure 2.1.1**) for development of efficient and integrated transportation lines within the state as well as in the country. Apart from stimulating development and growth in the western region of Pahang, the new road will improve accessibility between major towns in Pahang and Kuala Lipis as well as Cameron Highlands.

At national level, the Project will contribute to develop a national transportation network that complements the national economic and regional development plans of Vision 2020 and for efficient and reliable mobilisation of goods and people throughout the country. The new road will acts as one of the means for extending amenities, social and infrastructural facilities to lagging regions and rural areas; and encourages a more balanced distribution of transportation needs among the various mode of travel in the region.

At the regional level, the proposed road will complete the direct linkages between Kuantan to Cameron Highlands and Kuala Lipis. It will induce a more balanced socio-economic growth between the regional and sub-regional centres in Pahang. The road will enhance the existing and new settlement areas by providing linkages in the hinterland corridor and strengthening the central east-west corridor of the regional transportation network.

### 2.2 PROJECT OPTION

The Project options are discussed as follows:

#### 2.2.1 SITE OPTION

The site has been identified and earmarked in the Pahang Structure Plan 2002-2020 and demarcated as such in the Kuantan District Local Plan 2004-2015.

Site selection option has been undertaken in the *Feasibility Study for the Proposed Jerantut – Sg. Lembing Road, Final Report (Perunding Zaaba, 2002)*, where six options for the construction of the proposed Jerantut – Sg. Lembing road have been assessed

through three alternatives routes; i.e. Northern, Southern and Central Routes. These alternative routes were identified based on the following criteria:

- i. Regional and Local Development Plan;
- ii. Existing road network linkages;
- iii. Topographic conditions;
- iv. Desired line of traffic; and
- v. Possible direct and shortest connection of the existing road network.

The options available for the alternative routes (**Figure 2.2.1**) are described as follows and summarised in **Table 2.2.1**:

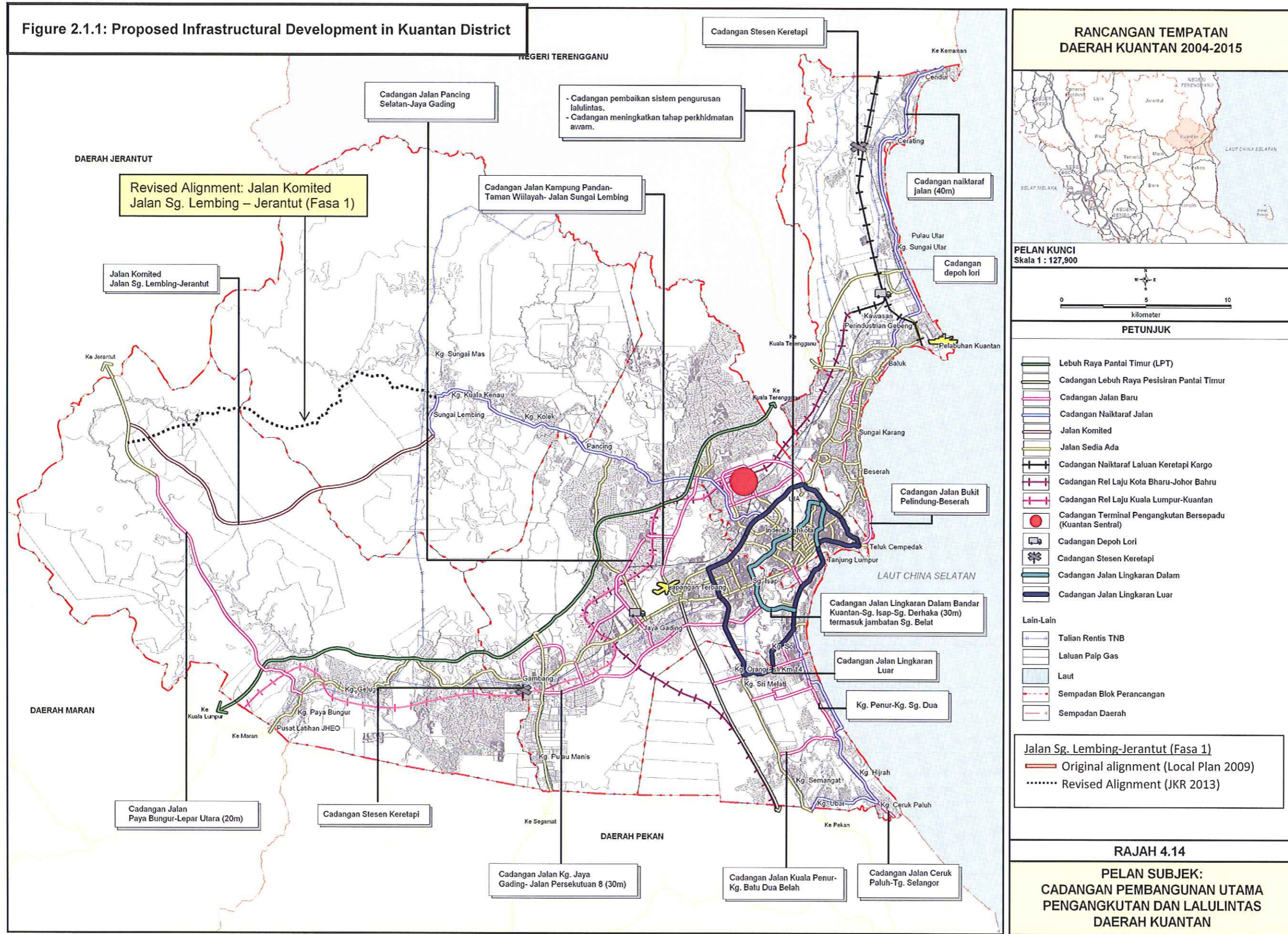
- i. **Alternative 1A:** Upgrade to JKR R3 Modified Design Standards of the existing Felda road between Jerantut and Felda Lepar Utara and construction of the proposed road from Sungai Lembing to Hulu Lepar (i.e. upgrading of Section B-C-D-E-F and construction of Section F-G in **Figure 2.2.1**).
- ii. **Alternative 1B:** Maintain as of prevailing condition the existing Felda road between Jerantut and Felda Lepar Utara and construction of the proposed road from Sungai Lembing to Felda Lepar Utara (i.e. do nothing to Section B-C-D-E-F and construction of Section F-G in **Figure 2.2.1**).
- iii. **Alternative 2A:** Upgrade the existing Felda road and construction of the northern bypass and the proposed road from Sungai Lembing to Hulu Lepar (i.e. upgrading of Section B-J and construction of Section J-D-E-F-G in **Figure 2.2.1**).
- iv. **Alternative 2B:** Construction of northern bypass and the proposed road from Sungai Lembing to Hulu Lepar (i.e. do nothing to Sections B-J and D-F; and construction of Sections J-D and F-G in **Figure 2.2.1**).
- v. **Alternative 3A:** Upgrade of the existing Felda road and construction of the southern bypass and the proposed road from Sungai Lembing to Hulu Lepar (i.e. upgrading of Section B-J-K and construction of Section K-E-F-G in **Figure 2.2.1**).
- vi. **Alternative 3B:** Construction of the northern bypass and the proposed road from Sungai Lembing to Hulu Lepar (i.e. do nothing to Section B-J-K and E-F; construction of Sections K-E and F-G in **Figure 2.2.1**).

**Table 2.2.1: Summary of route and development options**

Alternative Route	Option		Do Nothing	Proposed Development	
				Upgrading	New Construction
1	A	Upgrade + new construction	-	B-C-D-E-F	F-G
	B	New construction only	B-C-D-E-F	-	F-G
2	A	Upgrade + new construction	-	B-J and D-E-F	J-D and F-G
	B	New construction only	B-J and D-E-F	-	J-D and F-G
3	A	Upgrade + new construction	-	B-J-K and E-F	K-E and F-G
	B	New construction only	B-J-K and E-F	-	K-E and F-G

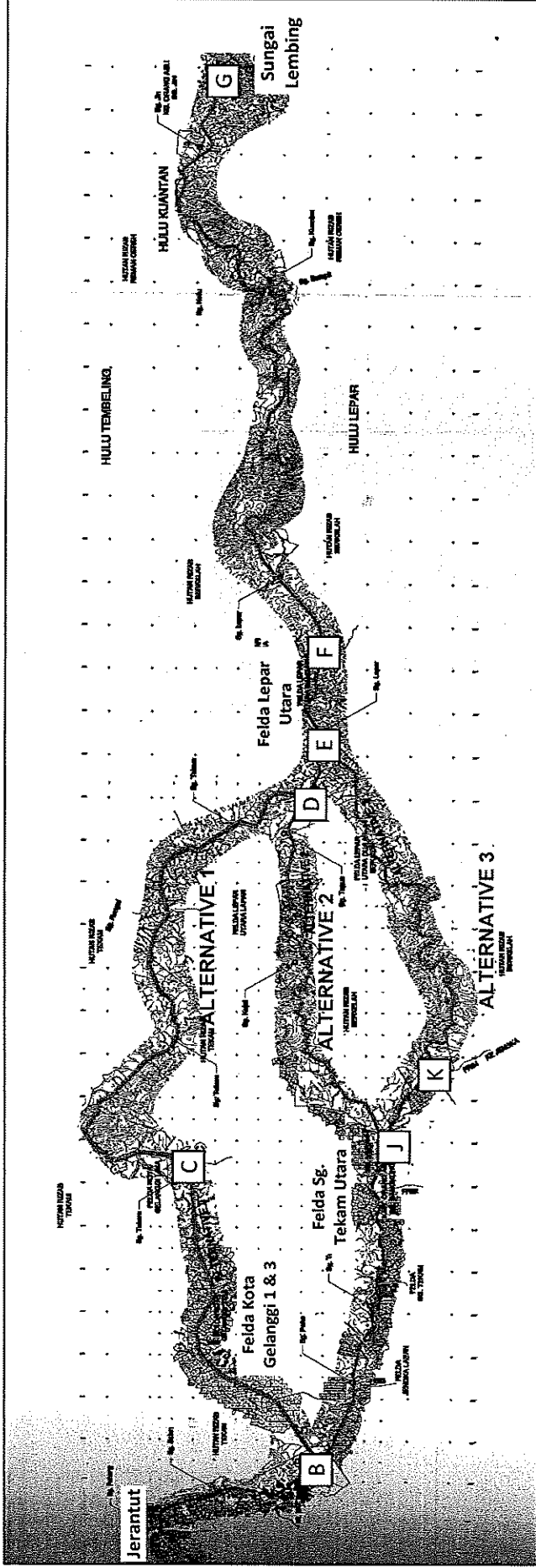
Note: Refer **Figure 2.2.1** for road sections.

Source: Perunding Zaaba (2002).



Source: Modified from Rancangan Tempatan Daerah Kuantan 2004 – 2015.

Figure 2.2.1: Alternation Route Alignments



Source: Perunding Zaaba (2002)

### **Selected Option:**

Alternative Route 1B is selected which is construction of the new road from Sungai Lembing to Felda Lepar Utara and do nothing for the existing Felda road from Felda Lepar Utara to Jerantut. The Sungai Lembing – Felda Lepar Utara road is the common missing road link between Sungai Lembing and Jerantut.

Following the recommendation of the Feasibility Study, the Value Management (VM) Lab conducted from 12 – 16 June 2011 has also decided that the Project to establish road linkage from Sungai Lembing to Jerantut will only involve the construction of a new road from Sungai Lembing to Felda Lepar Utara and the new road shall conform to JKR R2 standard.

### **2.2.2 TECHNOLOGY OPTION**

The Project implementation may involve construction of bridges across rivers and streams which will provide an opportunity in the usage of advanced technology, towards reliable, green, safe and smart as well as human infrastructure.

### **2.3 NO PROJECT OPTION**

If no project option is adopted, the area will not be disturbed. It will remain in its existing natural conditions. The scenarios predicted are as follows:

- i. No change in land use;
- ii. Conflict with the development plans of the State of Pahang i.e. Pahang Structure Plan 2002-2020; and
- iii. Retard development of rural areas particularly Hulu Kuantan and Hulu Lepar which are potentially to become the State's natural heritage and agro-tourism zones.

With the no project option, land uses along the proposed road alignment will remain at status quo i.e. largely maintained as naturally forested areas. There will not be any direct road link between Sungai Lembing and Jerantut. Communication between Hulu Kuantan and Jerantut will thus remain remote and accessibility to the potential eco-tourism sites along the proposed road alignment will remain difficult.