

MEDIA RELEASE

NEW DESIGN OPTION OF AMPANG PARK MRT STATION TO AVOID DEMOLITION

Mutual Agreement involving 100% of strata unit owners still required

Kuala Lumpur, 5 November 2015: Mass Rapid Transit Corporation Sdn Bhd (MRT Corp) wishes to clarify facts regarding the Ampang Park issue which has been the subject of interest lately.

Following the meetings between MRT Corp with the Ampang Park Shopping Centre strata unit owners and the Ampang Park Management Corporation held on 15 October and 27 October 2015, MRT Corp has taken note of the issues raised and looked at whether there were any options available for the Ampang Park MRT Station.

Among the factors being considered for any options included whether there was a possibility that Ampang Park Shopping Centre need not be demolished. At the same time, for any alternative to be considered, MRT Corp had to ensure that commuters must still be able to conveniently transfer between the MRT and LRT stations.

On Tuesday 3 November 2015, MRT Corp held another session with the strata unit owners and the management corporation. MRT Corp presented a reviewed design option to those present.

Among the features of the reviewed design option included:

- The future Ampang Park MRT Station will be shifted slightly away from the Ampang Park Shopping Centre location
- An underground pedestrian linkway between the future Ampang Park MRT Station and the existing Ampang Park LRT Station, and MRT tunnel for the MRT trains, need to be built beneath Ampang Park Shopping Centre
- Work also has to be carried out to modify the foundations of the Ampang Park Shopping Centre, called "underpinning", to strengthen the foundation of Ampang Park Shopping Centre and to enable the safe construction of the underground walkway



- Certain areas of the basement carpark and ground floor of the Ampang Park Shopping Centre will be required temporarily to accommodate construction work. Those areas of the basement carparks will be required up to 36 months, while the affected areas of the ground floor will be required up to 18 months.
- Businesses operating at areas required for construction will have to be closed for the duration of the construction and the appropriate compensation will be paid. For the other shoplots which are unaffected by the construction, business can operate as usual.
- With the new design option, commuters will have to walk farther compared to the original design when transferring between the Ampang Park MRT Station and Ampang Park LRT Station. The “paid area to paid area” connection is maintained.

A comparison between the original design and reviewed design is summarised in the table attached.

MRT Corp also explained that even with the new design option, a mutual agreement will still need to be drawn up between MRT Corp and the strata unit owners. This is to fulfil the legal requirements for the underground linkway and MRT railway tunnel to co-exist with Ampang Park Shopping Centre.

There will be a need for 100% agreement from all the strata unit owners for the Mutual Agreement to be implemented. This is to enable the underground land, which is common property belonging to all strata unit owners, to be surrendered to the Government so that the underground walkway and MRT tunnels can be built.

MRT Corp advised the owners to form a pro-tem committee and for this committee to appoint a lawyer to negotiate on behalf of all strata unit owners.

MRT Corp maintained that the mutual agreement should be concluded and signed by 31 January 2016 to enable this option to take effect and to avoid Ampang Park Shopping Complex from being demolished.

The Ampang Park MRT Station is an important station for the MRT Sungai Buloh-Serdang-Putrajaya Line because it is the only station where commuters can transfer from this line to the Kelana Jaya LRT line.

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COMPARISON BETWEEN THE ORIGINAL DESIGN AND REVIEWED DESIGN FOR AMPANG PARK MRT STATION

	ORIGINAL DESIGN	REVIEWED DESIGN
Station concept	Full physical integration with Ampang Park LRT Station	MRT station separated from LRT Station, but connected by a pedestrian linkway
Station location	Within Ampang Park Shopping Complex lot boundary	Outside Ampang Park Shopping Complex lot boundary
Walking distance to transfer between stations for commuters	Approx 130m	Approx 220m
Land required for	• Construction of MRT station • Common concourse between the MRT and LRT stations • MRT tunnels	• Construction of underground linkway between the MRT and LRT stations • MRT tunnels
Full demolition of Ampang Park Shopping Complex	Yes, in order to construct the MRT Station and the common concourse	No, as only localised additions and alteration works for the construction of the walkway and underpinning need to be done
Lots affected	All lots as full demolition of building	Only lots located in areas on the ground floor and selected carpark bays in the basement will be affected
Duration being affected if mutual agreement option considered	84 months (seven years)	Up to 36 months (three years)
Level of agreement from strata unit owners required for mutual agreement	100%	100%



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