

# CHAPTER 7

## **CHAPTER 7: RESIDUAL IMPACTS**

This chapter discusses the residual impacts which may remain despite implementation of the various mitigation and control measures.

### **7.1 AIR QUALITY**

Residual impact on air quality is less significant during the operational period. Fugitive dust may be produced during the movement of vehicles along the road. However, the impact from the dust may not be significant if the road is well maintained.

### **7.2 NOISE POLLUTION**

Noise produced by moving vehicles along the access road during the construction and operational stages is a nuisance to the wildlife residing within the Reman Cereh and Berkelah Forest Reserves, as well as certain groups of people living at the surrounding areas in Sungai Lembing and Felda Lepar Utara.

### **7.3 WATER QUALITY**

Implementation of the Project, especially during the construction stage without appropriate mitigation measures, may degrade the existing water quality status in Sg. Kuantan, Sg. Lepar and their tributaries. Sedimentation at the downstream waterways is anticipated if the erosion and sediment control measures at the construction site are not properly implemented. A water intake station is located downstream of the Project site near to Kuala Kenau. Therefore, implementation of mitigation measures during the construction period is crucial to ensure the current class I and II WQI status of the rivers and streams are maintained.

### **7.4 SOIL EROSION AND SOIL LOSS**

About 35% of the Project site is located on rolling and hilly terrains. Any earthwork undertaken would disturb the soil and result in soil erosion and soil loss. It was computed that during the construction stage, even though with the implementation of mitigation measures, the estimated rate of soil loss is 1,067 tonne/ha/year, which is about three times more than the baseline rate of 266.833 tonne/ha/year during the pre-development stage.

## **7.5 TERRESTRIAL FLORA AND FAUNA**

The road will traverse the Reman Cereh and Berkelah Forest Reserves. The forest and the wildlife habitats located within the road alignment corridor will be lost due to land clearing and construction earthworks.

The completed road may impede wildlife movement, especially the big mammals, between the Taman Negara forest complex and the Tasik Chini–Bera complex. The new road will also provide easy access for hunters and poachers into the previously remote and inaccessible forests for hunting of wildlife or collection of forest produces.

## **7.6 AQUATIC RESOURCES**

From the aquatic environment standpoint, the major residual impact would be exposure to the potential risk of degradation of water quality. This will occur due to soil erosion and sediment transportation from the road construction site. The river may be silted and total suspended solids content and turbidity of the river water would escalate.

Accidents involving fuel spillages and indiscriminate disposal of solid and scheduled wastes would also lead to degradation of the water quality of receiving waterways, thereby affecting the aquatic resources due to petrol and diesel fuel, as well as used oils and lubricants, contain a very wide range of VOCs and SVOCs.

## **7.7 PUBLIC SAFETY AND HEALTH**

Public safety is a continuous concern upon the completion of the Project. Proper signages and street lights should be installed along the road during the operational stage. Continuous periodic road safety audit is required to ensure that the signages and street light are always in good working order.

## **7.8 TRAFFIC CONGESTION**

Implementation of the Project will significantly increase future traffic volume along the proposed new road from Sungai Lembing to Jerantut. Proper signage should be installed along the access road during the post-construction period. Continuous periodic inspection by the relevant department is required to ensure that the traffic movement is smooth and safe.