

CHAPTER 9

CHAPTER 9: CONCLUSION

The plan to construct a new road to provide direct linkage between Sungai Lembing and Jerantut has been gazetted in the Kuantan and Jerantut District Local Plans 2004-2015. A feasibility study has been conducted in 2000-2002, which recommended a phased development approach.

This Project represents the construction of about 35 km of new road from Sungai Lembing in Kuantan District to Felda Lepar Utara 4 in Jerantut District.

With an average right-of-way of about 60 m width, a total land area of about 210 hectares will be affected. The first two kilometres of the road goes through orchard and secondary forest in Sungai Lembing. The subsequent 26 km, more or less, will traverse the Reman Cereh Forest Reserve and Berkelah Forest Reserve; and the last stretch of about 7 km is traversing the oil palm plantation in Felda Lepar Utara.

Baseline data and information pertaining to the Project site and surrounding areas were gathered and compiled. These include the physical, biological and human environmental settings. Sectoral assessments were also being conducted to predict and evaluate the potential environmental impacts of the Project, and can be concluded as follow:

- i. With dust control measures, impact from air pollution (24-hour average of TSP incremental concentration) due to construction activity is below the MAAQG limit of $260 \mu\text{g}/\text{m}^3$. Without control measures, the TSP concentration will exceed $260 \mu\text{g}/\text{m}^3$ up to 1 km from the construction site, with a predicted level of $670 \mu\text{g}/\text{m}^3$ within the Project site.
- ii. Impact from noise generation is not expected to be significant.
- iii. Potential impacts on water quality are significant during the construction stage, largely from:
 - a. Sedimentation due to water runoff from exposed areas, which may increase the total suspended solids content and turbidity of water bodies.
 - b. Spillage of oil and grease from workshops and machineries during construction and post construction may pollute soil and receiving waterways.
 - c. Sewage and sullage discharges into water bodies may increase *E. coli* and coliform bacteria.
- iv. Potential significant impact on the aquatic resources is expected during the construction stage due to:
 - a. Loss of riparian habitat as a result of site-clearing and earthwork.
 - b. Soil erosion could increase sedimentation in receiving rivers. Increased sedimentation may clog gills causing gill abrasion as well as clogging spawning gravel.

- c. Road construction alters the hydrology of watersheds, altering the water flow which could restrict the passage of fish.
- d. Movement of heavy equipment will cause noise and vibration that may affect fish movements as well as the growth of sessile organisms.
- v. Total loss of the forest and flora species within the 60 m wide road alignment is expected.
- vi. Significant adverse impact to the wildlife within the Reman Cereh and Berkelah Forest Reserves is expected. The new road will create a barrier for wildlife movement in the Greater Taman Negara Forest Complex and to other forest complexes. The road will also provide easy access for poachers into the remote forested areas.
- vii. Positive socio-economic impact is perceived from this Project as it provides a shorter travel distance between Kuantan and Jerantut.
- viii. Negative social impact is perceived where the foraging areas for *Orang Asli* at Sungai Lembing may be disturbed and reduced.

Mitigation and control measures to alleviate and minimise the adverse impacts have been proposed and the framework of an Environmental Management Plan to facilitate planning and management of environmental effects is provided.