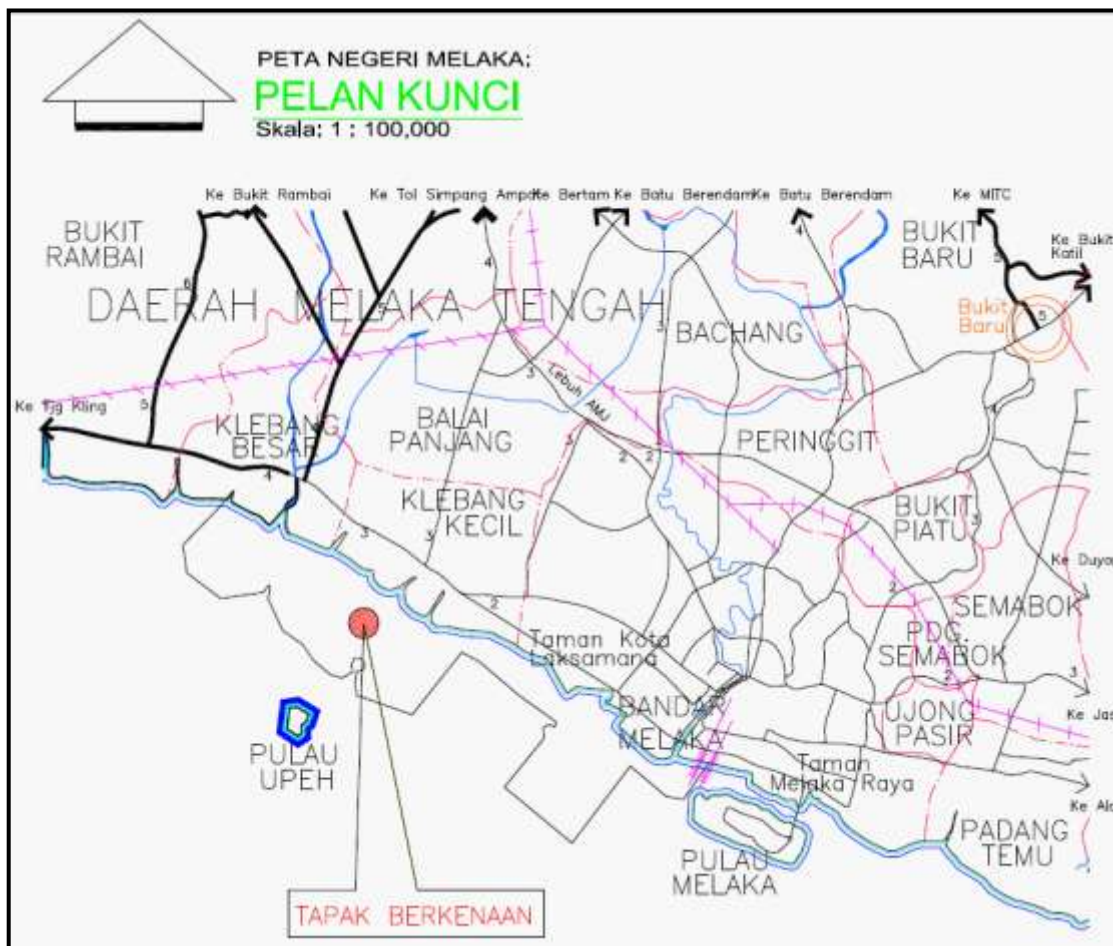


EXECUTIVE SUMMARY

1.0 INTRODUCTION

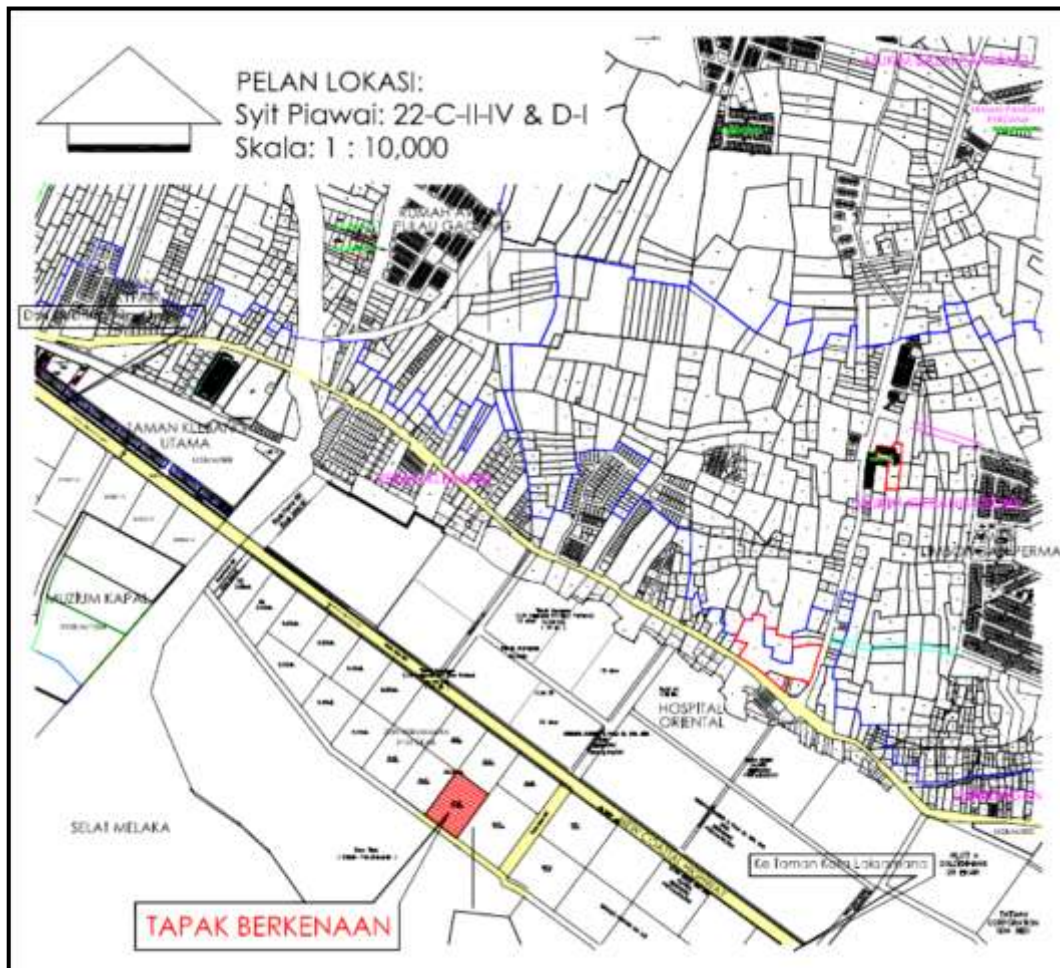
The proposed development is known as the “**THE PROPOSED COMMERCIAL DEVELOPMENT, HOTEL AND SERVICE APARTMENT ON HSD 69048 LOT PT114, PEKAN KLEBANG SEK III, DAERAH MELAKA TENGAH, MELAKA.**”, hereinafter referred as the “proposed Project” in this EIA report. The proposed Project shall be constructing on existing reclaimed land at Pekan Klebang Seksyen 3, Daerah Melaka Tengah, Melaka. The Project Site covers an area of 20, 234 m² on Lot PT 114 (new Lot 12070). Evolusi Integra Sdn Bhd has proposed a sustainable development for this area with a commercial development that consists of shop lots, wellness centre, service apartment, hotel and hotel residence. The project key and location plan is shown in the **Figures 1.1** and **Figure 1.2** below.

Figure 1.1: Key Plan



Source: Konsep Karisma Sdn Bhd, 2015

Figure 1.2: Location Plan



Source: Konsep Karisma Sdn Bhd, 2015

The proposed Project involves a coastal hotel and hence it falls under the purview of the **Item 12(a)** of the Environmental Quality (Prescribed Activities) Environmental Impact Assessment Order, 2015. **Item 12(a)** is described as *Development in coastal and Hill area for construction of building or facilities with 80 rooms or more in coastal area.*

2.0 PROJECT PROPONENT / EIA CONSULTANT

The project proponent is Evolusi Integra Sdn. Bhd. The correspondence address is as follows:

Evolusi Integra Sdn Bhd
No 80A, Jalan SS 21/39
Damansara Utama
47400 Petaling Jaya
Selangor

Note the project proponent declaration is given in front page of the report.

The Consultant appointed for undertaking the Preliminary EIA Study is:

ECO Dynamic Environmental Consultancy
28, Jalan BKI 6,
Taman Bukit Katil Indah,
Bukit Katil,
75450 Melaka
Tel: 013-6205542
Contact Person: Ng Shu Chin (EIA Consultant)

3.0 PROJECT DESCRIPTION

The entire project will be carried out in 3 phases. In general, the proposed project consists of:

- Phase 1A & 1B: Commercial Block & 8-storey Hotel Block (84 units Commercial and 219 Hotel Room), Pump Room, HR Tank, Roof Garden and other utilities.
- Phase 2A & 2B: 26-storey hotel (632 rooms), Commercial Lot, Multi Purpose Hall, Tank and Suction pump, sprinkler tank, water tank, roof garden and other utilities.
- Phase 3: 25-storey service apartment (273 units), Surau (71 m²), Tadika (142 m²), Electrical Substation (20'x35'), Transformer Room, 1 unit RCP.

4.0 THE EXISTING ENVIRONMENT

Landform and Topography

The project site is currently a flat vacant land with grass. The area is an empty lot generally flat with existing ground varying from about 1.98m to 2.35m ODL. The rest of the surrounding area was generally empty lots except some pockets of built-up buildings surrounded by existing access road and highway at the site.

Hydrology and Drainage Flow

There are existing main drains along the existing main road near the site. The main drain finally discharged into the sea nearby downstream. The proposed project site is located less than 500m away from the open sea, so there is necessity to provide On-Site Detention, OSD facilities before discharge to open sea.

Land Use

The project site is currently a flat vacant land with grass. Observation of land use was done about 5 km radius from the project site. The nearest sensitive receptor is the Oriental Melaka Straits Medical Centre located approximately 700 m radius south east from the project site. Almost all of the land use near the project site are residential areas.

Water Quality

Water quality baseline sampling was carried out on 2nd June 2016. Drainage water samples were collected from four (4) sampling points marked as W1 to W4. The results show that the rest of the parameters were either below their detectable limit or below the NWQS Class III limits.

Marine Water Quality

There is no existing drainage or earth drain within the project site while marine water quality was carried out at two (2) locations on 27 January 2016. The location for marine water quality are situated at southeast and southwest of the project site respectively. The parameters tested as of MWQS as SS, O&G, Hg, Cd, Cr, Cu, As, Pb, Ecoli during Low Tide and High Tide.

Air Quality

Three (3) air quality stations were established on 26th – 29th January 2016 to monitor the ambient air quality of the project site. A1, adjacent to Melaka Straits Medical Centre, 700 m radius from the project site, A2 located at Lorong Bayu 7, adjacent to Taman Klebang Besar, 1.2 km radius from the project site and A3 is located near to Sek.Keb Limbongan, 1.3km radius from the project site. The result indicates that the concentration of PM₁₀, PM_{2.5}, SO₂ and NO₂ were found to be below the respective limits of the Malaysian Recommended Air Quality Guidelines, 2013.

Noise Level

Three (3) noise quality monitoring stations were established on 26th – 29th January 2016. Locations of the noise level monitoring are similar to the air quality stations. The noise levels were recorded for both daytime (15 hours: 0700-2200) and night time (9 hours: 2200-0700). The noise level were recorded during day time is between 60.5 dBA to 62.9 dBA and during night time is between 51.6 dBA to 59.6 dBA respectively.

Vibration Test

One station is conducted vibration test which is near the hospital that will be more impact other than existing development. Based on DOE requirement for monitoring point, the vibration assessment should normally be at the nearest building and/or locations; and the best position for the monitoring point(s) would often be on the floor slab or foundation. Monitoring points should be accessible to all parties concerned. Based on analysis by spectrum Laboratories Sdn Bhd, for potential structural from steady state vibration was below the recommended limit, Schedule 1 which is less than 3 mm/s p.p.v.

Biological Environment

In the vicinity of the project site, there are predominantly surrounded by *Taeniatherum caput-medusae* and *Hordeum leporinum* which is types of grass family. In terms of marine ecosystem, the coastal

environment is not known for any biological sensitive areas. Hence, biological significance is not expected at this area.

5.0 ASSESSMENT OF IMPACT AND MITIGATING MEASURES

The potential impacts and recommended mitigating measures are summarized in the following **Table 5.1**

5.1:SUMMARY OF PROJECT ACTIVITIES, IMPACTS AND PROPOSED MITIGATION MEASURES

Potential Impact	Project Activities and Sources of Pollution	Proposed Mitigation Measures / Monitoring Requirement	Residual Impact	DOE Comments
I. CONSTRUCTION PHASE				
Erosion and Sedimentation	<ul style="list-style-type: none"> Siltation and sedimentation mainly caused by exposed land. 	<ul style="list-style-type: none"> Construct sediment basin and temporary earth drain prior to earthworks. Provision of wash trough at entrance. All runoff from the project site will be directed to the sediment basin prior to discharging off-site. Regular maintenance and inspection of the sediment basin / temporary drains. Stockpile within the site will be surrounded by low bund to contain exposed soil being washed away. Regular de-silting of sediment basin. Weekly monitoring of TSS and turbidity discharge from the sediment basin. 	None	
Water Pollution	<ul style="list-style-type: none"> Soil erosion due to exposed land. 	<ul style="list-style-type: none"> Mitigating measures recommended for control of sedimentation as discussed for 'Erosion and Sedimentation' section. 	None	

Potential Impact	Project Activities and Sources of Pollution	Proposed Mitigation Measures / Monitoring Requirement	Residual Impact	DOE Comments
I. CONSTRUCTION PHASE (con't)				
Air Pollution	<ul style="list-style-type: none"> Dust generated from vehicular movement. 	<ul style="list-style-type: none"> Establish hoarding and maintain vegetation stripes along the site boundary. All loaded vehicles should be adequately covered to prevent spillage of materials during transport. Provision of vehicle tyre cleaning at main entrance of the project site. Regular water spraying of access roads particularly during dry and windy weather conditions. Regular maintenance of vehicles and machinery. Open burning is strictly prohibited on site. Speed limits shall be imposed on all vehicles entering and leaving the Project Site. Open areas and green areas should be vegetated as soon as possible. Monthly monitoring of PM₁₀ and PM_{2.5} at the project site and the nearest sensitive receptor – Oriental Melaka Straits Medical Centre. 	None	
Noise Pollution	<ul style="list-style-type: none"> Operation of construction equipment, transportation and machinery. 	<ul style="list-style-type: none"> Restricting working hours to daytime. Maintenance of all vehicles and machinery to ensure good working condition and reducing possible noise emission. Establish hoarding and maintain vegetation stripes along the site boundary. Only hydraulic piling method to be used to minimize noise impact. Maximum six (6) pile drivers are operating simultaneously during piling stage. Shut down engines when not in use. Machinery emitting high noise levels should be installed with suitable noise absorbent materials and shall be sited within an enclosure. Speed limits shall be imposed on heavy vehicles on site. <p>Monthly noise level monitoring for L_{eq}, L₉₀, L₁₀ and L_{max} at the project site and the nearest sensitive receptor – Oriental Melaka Straits Medical Centre</p>	None	

Potential Impact	Project Activities and Sources of Pollution	Proposed Mitigation Measures	Residual Impact	DOE Comments
Waste	<ul style="list-style-type: none"> Scheduled waste, garbage from site office and construction wastes. 	<ul style="list-style-type: none"> Scheduled waste shall be handled as per DOE Schedule Waste Regulations, 2005. Establish a waste management plan which includes allocation of construction wastes storage areas on site, frequency of waste collection and disposal. Open burning is strictly prohibited. Solid wastes should be disposed off at dedicated site by licensed contractor. 	None	
Traffic and Transportation	<ul style="list-style-type: none"> Transportation of construction materials and equipments. 	<ul style="list-style-type: none"> Operating hours for trips to the project site should be scheduled away from the morning, afternoon and evening peak hours. 	None	
Socio-economic	<ul style="list-style-type: none"> Public health risk from possible contamination of river water. 	<ul style="list-style-type: none"> Provision of adequate toilet facilities with regular maintenance on site. Stagnant water on site should be drained off to prevent breeding and spread of mosquitoes. Fumigation if necessary to prevent breeding of mosquitoes and traps/poison to control threat of rats. 	None	
	<ul style="list-style-type: none"> Road safety risks from transportation activities. 	<ul style="list-style-type: none"> Planning and closely monitoring on movement of equipment/machinery to ensure smooth flow of traffic. Speed limit shall be imposed for all vehicles using temporary access and logistics roads. Contractor is responsible for reinstatement and repair of any damage on public and private road caused by construction vehicles. Maximum permissible laden weight is as limited by the Road Transport Department. 		

Potential Impact	Project Activities and Sources of Pollution	Proposed Mitigation Measures	Residual Impact	DOE Comments
II. OPERATIONAL PHASE				
Flood Risks	<ul style="list-style-type: none"> Conversion of exposed land into paved area. 	<ul style="list-style-type: none"> Design of permanent drainage system shall be in accordance with the DID Urban Stormwater Management Manual, 2012. 	None	
Water Pollution	<ul style="list-style-type: none"> Sewage discharge 	<ul style="list-style-type: none"> All sewage will be channelled to sewer line and treated at the proposed Sewage Treatment Plant. Compliance to the DOE Standard A under Environmental Quality (Sewage) Regulations 2009 for the parameter of DO, BOD₅ and ammoniacal nitrogen. Daily monitoring checklist should be maintained and updated frequently. Proper maintenance of Sewage Treatment Plant is necessary to ensure its good operational state. All the non-point source of wastewater such as sewer pipeline leakage shall be rectified with immediate action. 		
Waste	<ul style="list-style-type: none"> Domestic wastes. 	<ul style="list-style-type: none"> Domestic waste will be daily collection provision of centralized waste collection centre with co-operation between project proponent and licensed contractor for the schedule of solid waste disposal. 	None	
Traffic	<ul style="list-style-type: none"> Traffic volume generated. 	<ul style="list-style-type: none"> Good traffic management at the proposed ingress / egress within the site are required in the future. 	Minor	

6.0 ENVIRONMENTAL MANAGEMENT PLAN (EMP)

This EIA has identified the basic framework for the formulation of an EMP for this Project. As a minimum, the scope of an EMP shall encompass the following:

- ◆ Establishment of the key potential impacts that are to be monitored;
- ◆ Development of an environmental monitoring program to serve as an early detection system;
- ◆ Formulation of the reporting format and implementation of proper mitigation measures; and
- ◆ Allocation of personnel and formulation of Environmental Management Team.

7.0 ENVIRONMENTAL MONITORING AND AUDIT

On the approval by DOE, the Project Proponent will be required to submit Environmental Management Plan (EMP) prior to the project implementation. The project proponent is also recommended to conduct the environmental monitoring and audit based on DOE approval requirement.

8.0 CONCLUSION

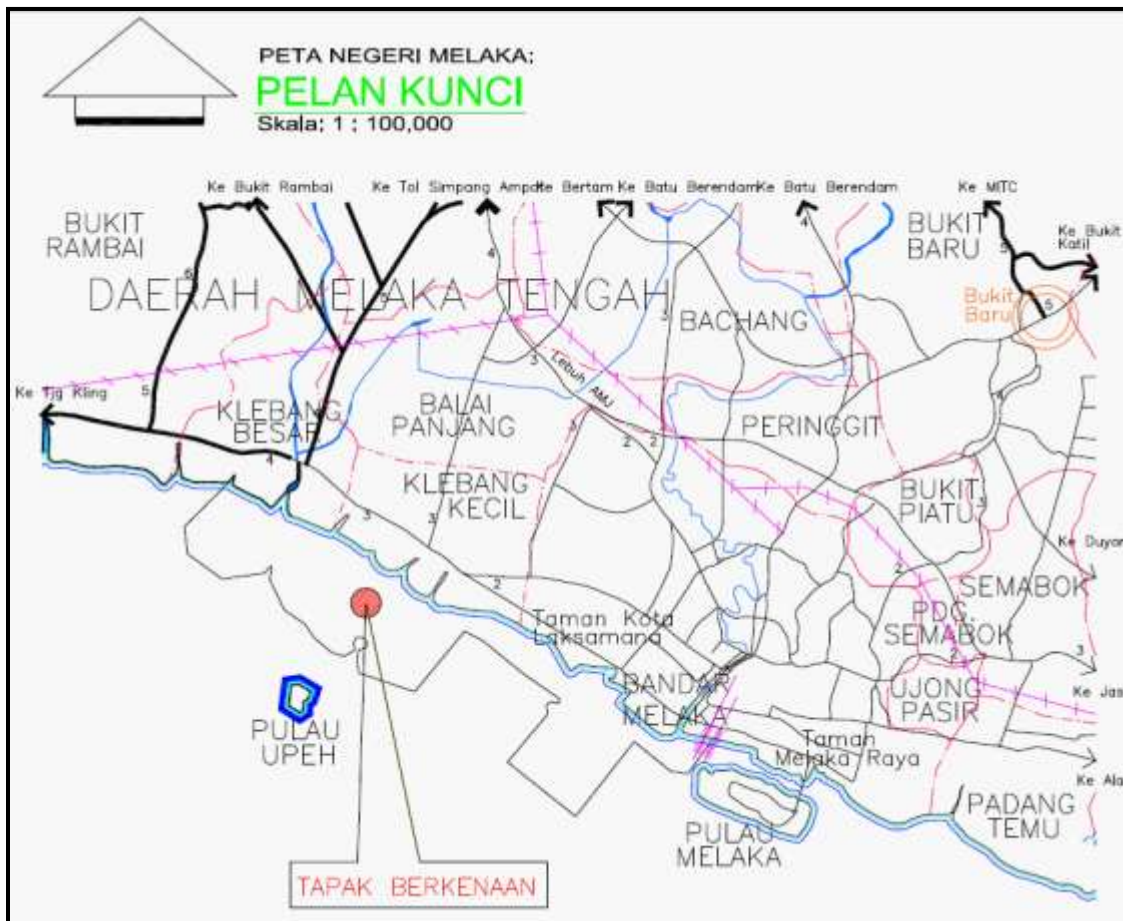
Given that the environmental risks posed by the proposed project are minimal and manageable and given the encouraging economic and social benefits that would accrue to the community, it is considered that the project should proceed.

RINGKASAN EXSEKUTIF

1.0 PENGENALAN

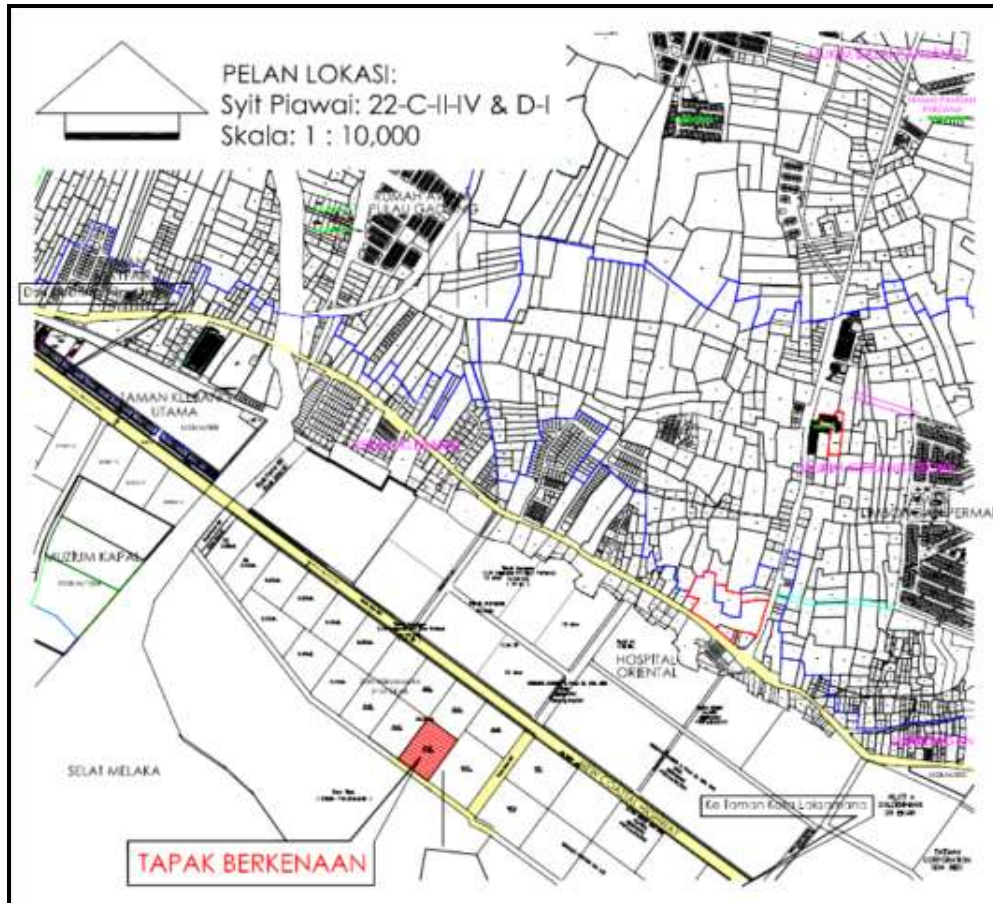
Cadangan pembangunan yang dikenali sebagai “**THE PROPOSED COMMERCIAL DEVELOPMENT, HOTEL AND SERVICE APPARTMENT ON HSD 69048 LOT PT114, PEKAN KLEBANG SEK III, DAERAH MELAKA TENGAH, MELAKA.**” ia dirujuk sebagai "Projek yang dicadangkan" dalam laporan EIA ini. Projek yang dicadang akan di bina di atas tanah tebus guna sedia ada di Pekan Klebang Seksyen 3, Daerah Melaka Tengah, Melaka. Tapak Projek meliputi kawasan seluas 20, 234 m² di Lot PT 114 (Lot baru 12070). Evolusi Integra Sdn Bhd telah mencadangkan pembangunan mampan bagi kawasan ini dengan pembangunan komersial yang terdiri daripada rumah kedai, pusat kesihatan, apartmen servis, hotel dan kediaman hotel. Pelan Kunci dan projek yang ditunjukkan dalam Rajah 1.1 dah Rajah 1.2 di bawah.

Rajah 1.1: Pelan Kunci



Sumber: Konsep Karisma Sdn Bhd, 2015

Rajah 1.2: Pelan Lokasi



Sumber: Konsep Karisma Sdn Bhd, 2015

Projek yang dicadangkan melibatkan hotel di persisiran pantai dan oleh itu ia adalah di bawah bidang kuasa Perkara 12 (a) Peraturan Kualiti Alam Sekeliling (Aktiviti yang Ditetapkan) Penilaian Kesan Alam Sekitar, 2015. Perkara 12 (a) digambarkan sebagai Pembangunan di kawasan persisiran pantai dan Hill untuk pembinaan bangunan atau kemudahan dengan 80 bilik atau lebih di kawasan persisiran pantai.

2.0 PEMAJU PROJEK / PERUNDING EIA

Pemaju projek adalah Evolusi Integra Sdn. Bhd. Alamat surat-menyurat adalah seperti berikut:

Evolusi Integra Sdn Bhd

No 80A, Jalan SS 21/39

Damansara Utama

47400 Petaling Jaya

Selangor

Nota pengisytiharan penggerak projek diberikan di halaman hadapan laporan itu.

Perunding yang dilantik untuk menjalankan EIA Kajian Awal ialah:

ECO Dynamic Environmental Consultancy

28, Jalan BKI 6,

Taman Bukit Katil Indah,

Bukit Katil,

75450 Melaka

Tel: 013-6205542

Pihak yang di Hubungi: Ng Shu Chin (Perunding EIA)

3.0 HURAIAN PROJEK

Keseluruhan projek akan dijalankan dalam 3 fasa. Secara umum, projek yang dicadangkan terdiri daripada:

- Fasa 1A & 1B: Blok Komersial & 8 Tingkat Blok Hotel (84 unit Komersial dan 219 Bilik hotel), Bilik Pam, HR Tank, Taman Atas Bumbung dan Utiliti lain.
- Fasa 2A & 2B: hotel 26 tingkat (632 bilik), Commercial Lot, Dewan Serbaguna, Tangki dan Pam Sedutan, Tangki Pemercik, Tangki Air, Taman Atas Bumbung dan Utiliti lain.
- Fasa 3: 25 Tingkat Pangsapuri Servis (273 unit), Surau (71 m²), Tadika (142 m²), Pengcawang Elektrik (20x35), Bilik Transformer, 1 unit RCP.

4.0 KEADAAN PERSEKITARAAN SEDIA ADA

Bentuk muka bumi dan Topografi

Tapak projek kini merupakan tanah kosong rata dengan rumput. Kawasan ini yang banyak kosong umumnya rata dengan tanah yang berbeza-beza dari kira-kira 1.98m ke 2.35m ODL sedia ada. Selebihnya kawasan sekitar pada umumnya banyak kosong kecuali beberapa bangunan binaan dikelilingi oleh jalan masuk yang sedia ada dan lebuh raya di tapak projek.

Hidrologi dan Sistem Saliran

Terdapat parit utama sedia ada di sepanjang jalan utama berhampiran kawasan tapak projek. Longkang utama akhirnya dilepaskan ke dalam laut berhampiran hiliran. tapak projek yang dicadangkan terletak kurang daripada 500 meter dari laut terbuka, oleh yang demikian, ada keperluan untuk menyediakan On-Site Detention, kemudahan OSD sebelum di buang ke laut lepas.

Guna Tanah

Tapak projek kini merupakan tanah kosong rata dengan rumput. Pemerhatian penggunaan tanah telah dilakukan kira-kira 5 km radius dari tapak projek. Penerima sensitif yang terdekat adalah Melaka Medical Center Straits Oriental terletak kira-kira 700 m radius selatan timur dari tapak projek. Hampir penggunaan tanah berhampiran tapak projek adalah kawasan perumahan.

Kualiti Air

Kualiti air persampelan garis dasar kualiti air telah dijalankan pada 2 Jun 2016. Sampel air telah diambil dari empat (4) mata persampelan ditandakan sebagai W1 sehingga W4. Keputusan menunjukkan bahawa seluruh parameter sama ada di bawah had dikesan atau di bawah had NWQS Kelas III.

Kualiti Air Marin

Tiada saliran atau longkang sedia ada dalam tapak projek manakala kualiti air laut telah dijalankan di dua (2) lokasi pada 27 Januari 2016. Lokasi untuk kualiti air marin terletak masing-masing di tenggara dan barat daya tapak projek. Parameter yang di ujikaji seperti MWQS sebagai SS, O & G, Hg, Cd, Cr, Cu, As, Pb, Ecoli semasa air surut dan air pasang.

Kualiti udara

Tiga (3) Stesen kualiti udara telah di jalankan pada 26 hingga 29 Januari 2016 untuk memantau kualiti udara ambien tapak projek. A1, bersebelahan dengan Melaka Straits Medical Centre, 700 m radius dari tapak projek, A2 terletak di Lorong Bayu 7, bersebelahan dengan Taman Klebang Besar, 1.2 km radius dari tapak projek dan A3 terletak berhampiran dengan Sek.Keb Limbongan, 1.3km radius dari tapak projek. Hasil kajian telah menunjukkan bahawa kepekatan PM₁₀, PM_{2.5}, SO₂ dan NO₂ didapati berada di bawah had yang dibenarkan Garis Panduan Kualiti Udara Malaysia, 2013.

Tahap bunyi

Tiga (3) Stesen kualiti bunyi telah dijalankan pada 26 hingga 29 Januari 2016. Lokasi pemantauan tahap bunyi adalah sama dengan stesen kualiti udara. Tahap bunyi bising telah dicatatkan bagi siang hari (15 jam: 0700-2200) dan malam (9 jam: 2200-0700). Berdasarkan keputusan bunyi, tahap bunyi bising semasa siang adalah di antara 60.5 dBA to 62.9 dBA dan waktu malam adalah di antara 51.6 dBA to 59.6 dBA.

Ujian Getaran

Hanya satu stesen untuk menjalankan ujian getaran yang berhampiran hospital yang akan menjadi kesan yang lebih selain daripada pembangunan sedia ada. Berdasarkan keperluan JAS untuk titik pemantauan, penilaian getaran biasanya harus di bangunan dan / atau lokasi yang terdekat; dan kedudukan yang terbaik untuk titik pemantauan sering akan menjadi pada papak lantai atau asas. Lokasi pemantauan

hendaklah boleh diakses oleh semua pihak yang berkenaan. Berdasarkan analisis spektrum Laboratories Sdn Bhd, untuk potensi struktur daripada getaran keadaan mantap adalah di bawah had yang disyorkan, Jadual 1 ialah kurang daripada 3 mm/s p.p.v.

Persekitaran Biologi

Di sekitar tapak projek, terdapat kebanyakannya dikelilingi oleh Taeniatherum caput-medusae dan Hordeum leporinum yang merupakan jenis keluarga rumput. Dari segi ekosistem marin, persekitaran pantai tidak diketahui apa-apa kawasan sensitif biologi. Oleh itu, kepentingan biologi tidak dijangka di kawasan ini.

5.0 PENILAIAN KESAN DAN LANGKAH-LANGKAH PENCEGAHAN

Kesan yang berpotensi dan langkah-langkah kawalan yang dicadangkan diringkaskan dalam **Jadual 5.1** berikut:

Jadual 5.1: RINGKASAN AKTIVITI-AKTIVITI PROJEK, IMPAK BERPOTENSI DAN LANGKAH-LANGKAH PENCEGAHAN

Kesan Berpotensi	Aktiviti-aktiviti Projek dan Punca Pencemaran	Langkah-langkah Tebatan / Program Pemantauan	Impak Residu	Komen JAS
I. FASA PEMBINAAN				
Hakisan dan Sedimentasi	<ul style="list-style-type: none"> Kelodakan dan sedimentasi yang disebabkan oleh pembukaan tanah dan kerja tanah. 	<ul style="list-style-type: none"> Kolam perangkap kelodak dan perparitan sementara disediakan sebelum fasa perobohan dan kerja tanah. Kemudahan membersihkan tayar kenderaan disediakan di pintu masuk tapak projek. Larian air dari tapak disalur ke kolam perangkap kelodak sebelum discaj ke luar tapak. Pembersihan / penyelenggaraan kolam perangkap kelodak / perparitan sementara dengan kerap. <i>Stockpile</i> di tapak dikelilingi oleh dinding rendah. Pemantauan TSS dan nilai kekeruhan dari discaj kolam perangkap kelodak setiap minggu. 	Tiada	
Pencemaran Air	<ul style="list-style-type: none"> Hakisan tanah disebabkan oleh tanah lapang. 	<ul style="list-style-type: none"> Langkah-langkah tebatan yang dibincang bagi bahagian 'Hakisan dan Sedimentasi'. 	Tiada	

Kesan Berpotensi	Aktiviti-aktiviti Projek dan Punca Pencemaran	Langkah-langkah Tebatan / Program Pemantauan	Impak Residu	Komen JAS
I. FASA PEMBINAAN (samb.)				
Pencemaran Udara	<ul style="list-style-type: none"> • Penjanaan debu daripada penggerak kenderaan. 	<ul style="list-style-type: none"> • Pemasangan hoarding / penanaman pokok sepanjang sempadan tapak. • Bahan yang diangkut harus ditutup untuk mengelak tumpahan dalam perjalanan pengangkutan. • Kemudahan membersih tayar kenderaan disediakan di pintu masuk tapak projek. • Penyiraman air di tapak dijalankan secara kerap. • Pengendalian yang kerap ke atas kenderaan dan mesin. • Pembakaran terbuka adalah dihalang di tapak. • Had kelajuan dikenakan ke atas kenderaan yang masuk dan keluar dari tapak Projek. • Kawasan lapang, kawasan hijau harus ditanami tumbuhan secepat mungkin. • Pemantauan PM₁₀ dan PM_{2.5} di tapak projek dan penerima sensitif terdekat Oriental Melaka Straits Medical Centre setiap bulan. 	Tiada	
Pecemaran Bunyi	<ul style="list-style-type: none"> • Penghasilan bunyi semasa operasi peralatan pembangunan, pengangkutan dan mesin. 	<ul style="list-style-type: none"> • Waktu kerja dihadkan pada waktu siang. • Penyenggaraan kenderaan dan mesin untuk memastikan mereka berada dalam keadaan operasi yang baik dan mengurangkan penghasilan bunyi bising. • Pemasangan hoarding / penanaman pokok sepanjang sempadan tapak. • Hanya hidraulik piling dibenarkan untuk 	Tiada	

Kesan Berpotensi	Aktiviti-aktiviti Projek dan Punca Pencemaran	Langkah-langkah Tebatan / Program Pemantauan	Impak Residu	Komen JAS
		<p>mengurangkan bunyi bising.</p> <ul style="list-style-type: none"> • Maksimum enam (6) mesin pile digunapakai semasa piling. • Enjin dimatikan apabila tidak diguna. • Mesin yang mengeluarkan bunyi bising kuat harus dipasang dengan bahan serap bunyi dan ditempatkan dalam kawasan yang dipagari. • Had kelajuan harus dikenakan ke atas kenderaan berat di tapak. • Pemantauan bunyi bising L_{eq}, L_{90}, L_{10} dan L_{max} di tapak projek dan penerima sensitif terdekat, Oriental Melaka Straits Medical Centre setiap bulan. 		
Bahan Buangan	<ul style="list-style-type: none"> • Buangan terjadual, sampah dari pejabat pekerja dan bahan buangan pembinaan. 	<ul style="list-style-type: none"> • Buangan terjadual harus dikendali mengikut Peraturan-peraturan Jabatan Alam Sekitar Buangan Terjadual 2005. • Pelan pengurusan sisa merangkumi peruntukan kawasan penyimpanan sisa dan kekerapan pengutipan dan pembuangan sisa luar tapak perlu disediakan. • Pembakaran terbuka adalah dilarang. • Bahan buangan pepejal harus dilupuskan di tapak yang ditetapkan oleh kontraktor berlesen. 	Tiada	
Trafik dan Pengangkutan	<ul style="list-style-type: none"> • Pengangkutan bahan pembinaan dan peralatan. 	<ul style="list-style-type: none"> • Aktiviti-aktiviti pengangkutan harus mengelak dari waktu puncak. 	Tiada	
Sosio-ekonomi	<ul style="list-style-type: none"> • Risiko kesihatan 	<ul style="list-style-type: none"> • Peruntukan kemudahan tandas yang mencukupi 	Tiada	

Kesan Berpotensi	Aktiviti-aktiviti Projek dan Punca Pencemaran	Langkah-langkah Tebatan / Program Pemantauan	Impak Residu	Komen JAS
	<p>awam disebabkan potensi pencemaran air.</p>	<p>dan disenggarakan dengan kerap.</p> <ul style="list-style-type: none"> • Air bertakung di tapak harus disalir untuk mengelak pembiakan dan penyebaran nyamuk. • Pewasapan untuk mengelak pembiakan nyamuk dan pemasangan perangkap/racun untuk menangani ancaman tikus, jika diperlukan. 		
	<ul style="list-style-type: none"> • Risiko keselamatan jalan disebabkan aktiviti pengangkutan. 	<ul style="list-style-type: none"> • Perancangan dan pemantauan ke atas peralihan peralatan/mesin untuk memasti kelancaran keadaan trafik. • Had kelajuan dikenakan ke atas semua kenderaan yang menggunakan laluan sementara dan laluan pengangkutan. • Kontraktor bertanggungjawab ke atas pembaikan kerosakan jalan yang disebabkan oleh kenderaan pengangkutan. • Berat bahan pengangkutan oleh kenderaan berat harus dihadkan sebagaimana yang ditetapkan oleh Jabatan Pengangkutan Jalanraya. 	Tiada	

Kesan Berpotensi	Aktiviti-aktiviti Projek dan Punca Pencemaran	Langkah-langkah Tebatan	Residual Impact	Komen JAS
II. FASA OPERASI				
Risiko Banjir	<ul style="list-style-type: none"> Peralihan guna tanah dari tanah lapang kepada kawasan berturap. 	<ul style="list-style-type: none"> Rekabentuk sistem saliran dan kolam perangkap kelodak mesti sejajar dengan '<i>Urban Stormwater Management Manual, 2012</i>. 	Tiada	
Pencemaran air	<ul style="list-style-type: none"> Discaj kumbahan 	<ul style="list-style-type: none"> Kesemua kumbahan harus disalur ke paip kumbahan dan seterusnya dirawat di loji rawatan kumbahan. Efluen terawat mematuhi Piawai A di bawah Peraturan-peraturan Kualiti Alam Sekeliling (Kumbahan) 2009 untuk parameter DO, BOD dan ammoniacal nitrogen. Senarai semak pemantauan harus dikemaskini setiap hari. Penyelenggaraan yang baik bagi loji rawatan kumbahan agar memastikan tahap operasi yang baik. Pembocoran paip kumbahan harus dibaikpulih dengan serta-merta. 		
Bahan Buangan	<ul style="list-style-type: none"> Bahan Buangan Domestik. 	<ul style="list-style-type: none"> Bahan buangan domestik akan dilupuskan setiap hari dengan kerjasama pihak pemilik projek dan pihak kontraktor berlesen bagi penjadualan sisa pepejal. 	Tiada	
Trafik	<ul style="list-style-type: none"> Penjanaan trafik 	<ul style="list-style-type: none"> Pengurusan trafik yang baik di pintu masuk / keluar pada masa depan. 	Minor	

6.0 PELAN PENGURUSAN ALAM SEKITAR (EMP)

Laporan EIA tersebut telah menggariskan rangka asas EMP untuk Porjek tersebut., secara minima skop EMP perlu merangkumi perkara-perkara yang berikut:

- Penentuan impak utama yang perlu diawasi;
- Merancangkan program pemantauan sebagai sistem pengesanan keadaan alam sekitar;
- Formulasi format untuk pelaporan pelaksanaan langkah tebatan ; dan
- ♦ Peruntukan tenaga kerja dan penentuan satu Unit Pengurusan Alam Sekitar.

7.0 PEMANTAUAN ALAM SEKITAR DAN AUDIT

Pada kelulusan oleh Jabatan Alam Sekitar, Penggerak Projek akan dikehendaki mengemukakan Pelan Pengurusan Alam Sekitar (EMP) sebelum pelaksanaan projek. Pemaju projek juga disyorkan untuk menjalankan pemantauan alam sekitar dan audit berdasarkan keperluan kelulusan JAS.

8.0 KESIMPULAN

Dengan langkah pencegahan dan perlindungan pencemaran yang mencukupi, kajian EIA ke atas cadangan Projek ini menunjukkan bahawa ia tidak menghasilkan sabarang kesan buruk yang signifikan ke atas persekitaran setempat. Malah membawa manfaat dari segi sosial-ekonomi memandangkan kesesuaian tapak dan kebolehlaksanaan dari segi ekonomi.