

18 Summary of Significant Residual Effects

18.1 Introduction

- 18.1.1 This chapter outlines any significant residual effects that have been identified due to construction and operation of the proposed scheme. Residual effects comprise those which remain significant after incorporating the mitigation measures as provided in Chapters 6 to 15 and 16 (where applicable).
- 18.1.2 All residual effects identified are generally defined as significant when they are assessed to be moderate or greater in significance and are considered adverse, unless otherwise stated.
- 18.1.3 Within this EIA Report, significant and non-significant residual effects are identified according to the methodology provided for each environmental topic within Chapters 6 to 15 and Chapter 16.
- 18.1.4 The assessment of environmental parameters has found that there are no significant adverse residual effects to the following topics as a result of the proposed scheme:
- Geology, Soils and Groundwater (Chapter 6);
 - Road Drainage and the Water Environment (Chapter 7);
 - Marine Ecology (Chapter 8);
 - Terrestrial Ecology (Chapter 9);
 - Air Quality (Chapter 11);
 - Noise and Vibration (Chapter 12);
 - Material Assets and Waste (Chapter 13);
 - Human Health (Chapter 14);
 - Climate (Chapter 15); and
 - Assessment of Cumulative Effects (Chapter 16).
- 18.1.5 The cultural heritage assessment in Chapter 10 (Cultural Heritage) has found that with proposed mitigation, the overall residual effect on historic buildings i.e. Kincardine Bridge (Asset 15) has been assessed to be of Moderate adverse significance during construction and Moderate adverse during operation. A Moderate beneficial significance of effect is also reported on Kincardine Bridge during operation.
- 18.1.6 No other significant adverse residual effects are predicted as a result of the proposed scheme.