

**APPENDIX 21.11**

| Effect  | Receptor and importance                   | Nature of Effect                                      | Significance              | Mitigation & Enhancement Measures   | Residual Significance     | Cumulative Effect                 | Significance (and Nature) of Cumulative Effect | Explanation   |
|---|---|---|---------------------------|---|---------------------------|-----------------------------------|--|---|
| <b>Construction Phase</b>   |   |   |                           |   |                           |                                   |  |   |
| Temporary reduction in air clearance for navigational craft due to presence of construction equipment within watercourses / below existing soffit levels. | Users of the River<br>Moderate importance | Negative Short Term Temporary Direct<br>Low magnitude | Low negative significance | Mitigation is not possible.   | Low negative significance | None                              | -  | The proposed developments do not include any structures planned for construction across the River.<br><br>The Port of Liverpool Post Panamax terminal development (development 26) is unlikely to reduce air clearance for navigational craft. Therefore there are no cumulative effects. |
| Temporary obstruction to navigation due to presence of cofferdams   | Users of the River<br>Moderate importance | Negative Short Term Temporary Direct<br>Low magnitude | Low negative significance | Signage to be installed to notify users to the presence of cofferdams.<br>MDHC to be notified of all works. | Low Negative Significance | Partial obstruction to navigation | Low Negative (Temporary, Short term, Direct)   | The construction of the proposed Port of Liverpool Post Panamax terminal development (development 26), by the River, is likely to coincide with that of the New Bridge. The number of users effected would be limited as the same   |
| Obstruction to navigation caused by presence of   | Users of the River<br>Moderate importance | Negative Short Term Temporary                         | Low negative significance | Signage to be installed to notify users to the presence   | Low Negative Significance |                                   |  |   |

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|---|---|--|---------------------------|---|---------------------------|-------------------|--|--|
| piled jetty   |   | Direct<br>Low magnitude  |                           | of piled jetties.<br>MDHC to be notified of all works.<br>Navigational channel will be maintained at all times along the River  |                           |                   |  | receptor would only be affected by both developments if they navigated all the way up the river from the port; approximately 32 km. The negative residual effects of low significance caused by the New Bridge could, therefore, in combination with development number 26 result in cumulative negative effects of low significance on some users of the River. |
| Obstruction to navigation caused by presence of air cushioned craft | Users of the River<br>Moderate importance | Negative<br>Short Term<br>Temporary<br>Direct<br>Low magnitude | Low negative significance | Signage to be installed to notify users to the presence of amphibious craft.<br>MDHC to be notified of all works.<br>Health and Safety requirements will be adhered to during operation of the amphibious craft | Low negative significance |                   |  |  |
| <b>Operational Phase</b>  |   |  |                           |   |                           |                   |  |  |
| Presence of towers within the Estuary                               | Users of the River                        | Negative<br>Long Term  | Low negative significance | Mitigation is not possible.   | Low negative significance | None              | -  | The proposed developments do not include any permanent   |

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|--|-------------------------|--------------------------------------|--------------|-----------------------------------|-----------------------|-------------------|--|---|
| presenting an obstruction to navigation. | Moderate importance     | Permanent<br>Direct<br>Low magnitude |              |                                   |                       |                   |  | structures within the River with the potential to obstruct navigation. Therefore there are no cumulative effects. |

Table 21.11. Cumulative effects relating to Navigation arising from the Project