

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
Construction Phase								
Temporary reduction in air clearance for navigational craft due to presence of construction equipment within watercourses / below existing soffit levels.	Users of the River Moderate importance	Negative Short Term Temporary Direct 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. 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 Moderate importance	Negative Short Term Temporary Direct Low magnitude	Low negative significance	Signage to be installed to notify users to the presence of cofferdams. 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
Obstruction to navigation caused by	Users of the River Moderate	Negative Short Term	Low negative significance	Signage to be installed to notify users to	Low Negative Significance			

Effect	Receptor and importance	Nature of Effect	Significance	Mitigation & Enhancement Measures	Residual Significance	Cumulative Effect	Significance (and Nature) of Cumulative Effect	Explanation
presence of piled jetty	importance	Temporary Direct Low magnitude		the presence of piled jetties. MDHC to be notified of all works. Navigational channel will be maintained at all times along the River				limited as the same 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. This text has been removed because the Port of Liverpool development is no longer on the list of current applications. It's effect on the project was assessed as part of the Orders ES.
Obstruction to navigation caused by presence of air cushioned craft	Users of the River Moderate importance	Negative Short Term Temporary Direct Low magnitude	Low negative significance	Signage to be installed to notify users of the presence of amphibious craft. MDHC to be notified of all works. Health and Safety requirements will be adhered to during operation of the amphibious craft	Low negative significance			

Effect	Receptor and importance	Nature of Effect	Significance	Mitigation & Enhancement Measures	Residual Significance	Cumulative Effect	Significance (and Nature) of Cumulative Effect	Explanation
Operational Phase								
Presence of towers within the Estuary presenting an obstruction to navigation.	Users of the River Moderate importance	Negative Long Term Permanent Direct Low magnitude	Low negative significance	Mitigation is not possible.	Low negative significance	None	-	The proposed developments do not include any permanent 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