Appendix A17.1: Impact Assessment for WCH Routes and Access to Outdoor Areas

1.1 Potential Impacts and Effects on WCH routes

WCH Routes

Table A17.1-1: Potential impacts on journey length (without mitigation) during operation (Journeys with an asterisk (*) represent an alternative baseline journey, established via consultation or current diversion routes that are in place at the time of this assessment)

Journey Length Assessment (JLA) ref.	Path Reference (Figure Reference)	Path Type	Crossing Point ref.	Potential impacts	Key impact on WCH	Baseline Journey length (m)	Potential new journey length (m)	Potential change (m)	Sensitivity	Potential impact	
										Magnitude	Significance
1	7, 7a Figure 17.1a	Local Path (non-designated)	CP01	Decrease in journey length	Access to the path would be severed by the proposed scheme and instead access would be provided from the B867. A crossing via the new Murthly underpass is proposed, which would incorporate provision for WCH. This would cause an decrease in journey length but would also increase safety for WCH and vehicle travellers as they no longer cross the A9 at-grade.	1,730	1,710	-20	Medium	Negligible	Neutral to Slight
2	19 Figure 17.1a	Local Path (non-designated)	N/A	Decrease in journey length	Track through woodland to existing A9 would be severed by the proposed scheme. WCH will not be rerouted, however instead this track will be shorter than previously. Any WCH wishing to cross the A9 can do so at JLA 1 or via the proposed Murthly underpass.	307	265	-43	Medium	Negligible	Neutral to Slight
3	22/ NCR77 Figure 17.1a-b	National Cycle Route (NCR) 77; Core Path DUNK/142	CP04	Increase in journey length	The overall NCR77 would be severed by the proposed alignment. WCH would be redirected along a new path that predominantly runs alongside the proposed northbound carriageway to Dunkeld and Birnam Station. A proposed stepped slope to the south-west of the station will allow access to Birnam Glen.	1,388	1,390	2	Very High	Negligible	Slight
4	23 Figure 17.1b	Core Path DUNK/57; PRoW TP102	CP02	Increase in journey length	This path would be severed by the proposed scheme and access across the A9 at the existing at-grade crossing point (CP02) would be stopped. Assuming east to west crossing, WCH would be redirected via the new underpass then along the proposed slipway up to the mainline and onto DUNK/57 again.	210	767	557	Very High	Major	**Very Large**
5	24, 25 Figure 17.1a-b	Core Paths DUNK/103, DUNK/10; PRoW TP102	CP03	Decrease in journey length	The path would be severed by the proposed scheme. WCH would be redirected via the new sewage works access track and new CP03.	153	144	-9	Very High	Negligible	Slight
6	26a Figure 17.1b	Local Path (non-designated)	CP04	Decrease in journey length	Local path from Perth Road, through the industrial park, down to Birnam Glen will be severed by the proposed station car park at the industrial park. WCH would be redirected down a new path between two embankments, which would act as a direct replacement for the existing local path.	152	156	4	High	Negligible	Slight

Journey Length Assessment (JLA) ref.	Path Reference (Figure Reference)	Path Type	Crossing Point ref.	Potential impacts	Key impact on WCH	Baseline Journey length (m)	Potential new journey length (m)	Potential change (m)	Sensitivity	Potential impact	
										Magnitude	Significance
7	33 Figure 17.1b	Core Paths DUNK/23, DUNK/59; PRoW 32/10	CP05, CP06, CP07	Increase in journey length	Redirects any WCH that would be travelling from the south of the A9 (A822) to Little Dunkeld via a proposed footway along the southern arm of the roundabout, looping north along DUNK/23 and crossing the A9 via the underpass at CP07. The route continues along DUNK/59 to A923 towards Little Dunkeld.	632	894	262	Very High	Moderate	**Large** to **Very Large**
7*[1]	33, 36 Figure 17.1b-c	Core Paths DUNK/23, DUNK/59; PRoW 32/10	CP05, CP06, CP07	Decrease in journey length		862	894	32	Very High	Negligible	Slight
8a	33, 36, 39 Figure 17.1b-c	Core Paths DUNK/59, DUNK/23, DUNK/137; PRoW 32/10	CP07	Increase in journey length	Redirects any WCH travelling from Little Dunkeld to Inver via CP07 then looping east to north to the proposed footway running alongside the northbound A9 carriageway. This footway then cuts southwards to join DUNK/64.	1130	1560	430	Very High	Moderate	**Large** to **Very Large**
8a*[2]	33, 36 Figure 17.1b-c	Core Path DUNK/59, DUNK/23, DUNK/63, DUNK/64; PRoW 32/10		Increase in journey length		1180	1560	380	Very High	Moderate	**Large** to **Very Large**
8b	33, 36, 39 Figure 17.1b-c	Core Paths DUNK/59, DUNK/23; PRoW 32/10	CP07	Increase in journey length	Redirects any WCH travelling from Little Dunkeld to Inver via CP07 leading to DUNK/63 and the existing diversion in place due to the footbridge being washed away. This footpath then crosses the Braan to join DUNK/64.	1130	1140	10	Very High	Negligible	Slight
8b*[2]	33, 36 Figure 17.1b-c	Core Path DUNK/59, DUNK/23, DUNK/63, DUNK/64; PRoW 32/10		Decrease in journey length		1180	1140	-40	Very High	Negligible	Slight
9a	33, 35, 36 Figure 17.1b-d	Core Paths DUNK/59, DUNK/23 PRoW 32/10	CP07, CP08	Increase in journey length	Redirects any WCH travelling along the southern banks of the River Tay from Little Dunkeld to the west. DUNK/59 leads to CP07 where WCH would cross under the A9. WCH would then be redirected east along a proposed footpath that leads to the proposed footway running alongside the northbound A9 carriageway. This footway then cuts southwards to join DUNK/137. This leads to CP08 and rejoins DUNK/23. DUNK/23 will be realigned here to account for the compensatory flood storage.	1074	2201	1127	Very High	Major	**Very Large**
9a*[2]	33, 35, 36, 39 Figure 17.1b-d	Core Path DUNK/59, DUNK/23, DUNK/63, DUNK/64, DUNK/137;		Decrease in journey length		2309	2201	-108	Very High	Minor	**Moderate** to **Large**

Journey Length Assessment (JLA) ref.	Path Reference (Figure Reference)	Path Type	Crossing Point ref.	Potential impacts	Key impact on WCH	Baseline Journey length (m)	Potential new journey length (m)	Potential change (m)	Sensitivity	Potential impact	
										Magnitude	Significance
		PRoW 32/10									
9b	33, 35, 36 Figure 17.1b-d	Core Paths DUNK/59, DUNK/23 PRoW 32/10	CP07, CP08	Increase in journey length	Redirects any WCH travelling along the southern banks of the River Tay from Little Dunkeld to the west. DUNK/59 leads to CP07 where WCH would cross under the A9. This leads to DUNK/63 and the existing diversion in place due to the footbridge being washed away. This footpath then crosses the Braan to join DUNK/64, cuts north along the proposed footpath that replaces DUNK/137 that leads to CP08 and rejoins DUNK/23. DUNK/23 will be realigned here to account for the compensatory flood storage.	1074	2311	1237	Very High	Major	**Very Large**
9b*[2]	33, 35, 36, 39 Figure 17.1b-d	Core Path DUNK/59, DUNK/23, DUNK/63, DUNK/64, DUNK/137; PRoW 32/10		Increase in journey length		2309	2311	2	Very High	Negligible	Slight
10	48/NCR77 Figure 17.1c-d	NCR77; Core Path DUNK/100	CP09	Increase in journey length	WCH will be redirected from B898 south along a proposed footpath which then crosses the A9, and loops north onto the Dalguise Farm access track. A proposed footway will then replace DUNK/100 and NCR77 to cross the River Tay which will cut to the west at ch.7790 to DUNK/145.	1040	1930	890	Very High	Major	**Very Large**

*[1] Baseline assumes that underpass on eastern bank of the River Braan and path 33 are used. Journey without asterisk assumes route comprising an undesignated crossing of the A9 to join A923 – this route was suggested during consultation.
*[2] Baseline assumes the existing diversion route over the River Braan as the footbridge is no longer in place at the time of writing. For the journeys that do not have an asterisk, baseline assumes the footbridge has been reinstated, as per the Core Paths Pap (Perth and Kinross, 2017).

Table A17.1-2: Potential impacts on amenity value (without mitigation) during operation

Path Reference (Figure Reference)	Path Type	Crossing Point Ref.	Potential impact on amenity resulting from changes in traffic flows	Potential Change			Significance (amenity value)
				Visual	Air Quality	Noise	
NCR77 (south) Figure 17.1a	National Cycle Route NCR77	N/A	Due to the provision of a grade separated junction at Murthly, there would be an increase in traffic along the B867 between its intersection with the A9 and the grade separated junction. There would also be adverse impacts on visual amenity on approach to the junction due to the increased visibility of the structure.	Large* (Moderate**)	Not significant	Minor	**Moderate**
NCR77 (Little Dunkeld) Figure 17.1b	National Cycle Route NCR77	N/A	Due to the closer proximity and subsequent visual impact from the path of the proposed route at the new roundabout, there is expected to be a decrease in amenity value for WCH using this route.	Large* (Moderate**)	Not significant	Minor	**Moderate**
NCR77 (north) Figure 17.1d	National Cycle Route NCR77	N/A	Due to the closer proximity and subsequent visual impact from the route of the proposed route at Dalguise Junction, there is expected to be a decrease in amenity value for WCH using this route.	Large* (Moderate**)	Not significant	Minor	**Moderate**
1: Figure 17.1a	Local Path (non-designated)	N/A	Due to the closer proximity and subsequent visual impact from this path to the proposed route, there is expected to be a decrease in amenity value for WCH using this route.	Slight* (Neutral**)	Not significant	Minor	Slight
2: Figure 17.1a	Local Path (non-designated)	N/A	Due to the closer proximity and subsequent visual impact from this path to the proposed route, there is expected to be a decrease in amenity value for WCH using this route.	Slight* (Neutral**)	Not significant	Minor	Slight
3: Figure 17.1a	Core Path SPIT/108	N/A	Due to the closer proximity and subsequent visual impact from this path to the proposed route, there is expected to be a decrease in amenity value for WCH using this route.	Slight* (Neutral**)	Not significant	Minor	Slight
4: Figure 17.1a	Core Path SPIT/109	N/A	Due to the closer proximity and subsequent visual impact from this path to the proposed route, there is expected to be a decrease in amenity value for WCH using this route.	Slight* (Neutral**)	Not significant	Minor	Slight
5: Figure 17.1a	Core Path SPIT/113	N/A	Due to the closer proximity and subsequent increase in noise from the proposed route to this path, there is expected to be a decrease in amenity value for WCH using this route.	Neutral	Not significant	Minor	Slight
6: Figure 17.1a	Local Path (non-designated)	N/A	Due to the closer proximity and subsequent visual impact from this path to the proposed route, there is expected to be a decrease in amenity value for WCH using this route.	Slight* (Neutral**)	Not significant	Minor	Slight
7: Figure 17.1a	Local Path (non-designated)	CP01	Due to the provision of a new underpass, safety would be improved for WCH crossing the carriageway at this location. There would be a decrease in visual amenity due to the greater visibility of the proposed route options from Path 7. Overall, an increase in amenity value is expected for WCH using this path due to the improved safety of the grade separated crossing.	Large* (Slight**)	Not significant	Minor	Slight to **Moderate**
7a: Figure 17.1a	Local Path (non-designated)	CP01	Due to the provision of a new underpass, safety would be improved for WCH crossing the carriageway at this location. This path would be used less due to the new underpass, with a decrease in visual amenity due to the greater visibility of the proposed development. Overall, an increase in amenity value is expected for WCH using this path due to the improved safety of the grade separated crossing.	Large* (Slight**)	Not significant	Minor	Slight to **Moderate**
8: Figure 17.1a	Core Path SPIT/105	N/A	Due to its closer proximity to the A9 and subsequent increased traffic and visual impact from the proposed route, there is expected to be a decrease in the amenity value for WCH using this path.	Neutral	Not significant	Minor	Slight
9: Figure 17.1a	Core Path SPIT/114	N/A	Due to its closer proximity to the A9 and subsequent increased traffic and visual impact from the proposed route, there is expected to be a decrease in the amenity value for WCH using this path.	Neutral	Not significant	Minor	Slight

Path Reference (Figure Reference)	Path Type	Crossing Point Ref.	Potential impact on amenity resulting from changes in traffic flows	Potential Change			Significance (amenity value)
				Visual	Air Quality	Noise	
10: Figure 17.1a	Local Path (non-designated)	N/A	Due to its closer proximity to the A9 and subsequent increased traffic and visual impact from the proposed route, there is expected to be a decrease in the amenity value for WCH using this path.	Neutral	Not significant	Negligible	Negligible
11: Figure 17.1b	Right of Way TP104	N/A	Due to the closer proximity and subsequent visual impact from this path to the proposed route, there is expected to be a decrease in amenity value for WCH using this route.	Slight	Not significant	Negligible (beneficial)	Slight
12: Figure 17.1a	Local Path (non-designated)	N/A	Due to the closer proximity and subsequent visual impact from this path to the proposed route, there is expected to be a decrease in amenity value for WCH using this route.	Neutral	Not significant	Negligible	Negligible
13: Figure 17.1a	Core Path DUNK/102	N/A	Due to its closer proximity to the A9 and subsequent increased traffic and visual impact from the proposed route, there is expected to be a decrease in the amenity value for WCH using this path.	Neutral	Not significant	Negligible	Negligible
14: Figure 17.1a	Local Path (non-designated)	N/A	Due to its closer proximity to the A9 and subsequent increased traffic and visual impact from the proposed route, there is expected to be a decrease in the amenity value for WCH using this path.	Neutral	Not significant	Negligible (beneficial)	Negligible
15: Figure 17.1a	Local Path (non-designated)	N/A	There would be a decrease in visual amenity due to the greater visibility of the proposed scheme from Path 15.	Moderate* (Slight**)	Not significant	No change	Slight
16 Figure 17.1a	Local Path (non-designated)	N/A	Due to the closer proximity and subsequent visual impact from this path to the proposed route, there is expected to be a decrease in amenity value for WCH using this route.	Slight* (Neutral**)	Not significant	Minor	Slight
17: Figure 17.1a	Local Path (non-designated)	N/A	Due to its closer proximity to the A9 and subsequent increased traffic and visual impact from the proposed route, there is expected to be a decrease in the amenity value for WCH using this path.	Neutral	Not significant	Negligible	Negligible
18: Figure 17.1a-b	Core Path DUNK/14	N/A	Due to the closer proximity and subsequent visual impact from this path to the proposed route, there is expected to be a decrease in amenity value for WCH using this route.	Slight	Not significant	Minor	Slight
19: Figure 17.1a-b	Local Path (non-designated)	N/A	Due to the closer proximity of the path to the proposed route options, there is expected to be a decrease in amenity value for WCH using this route.	Large* (Slight**)	Not significant	Major	**Moderate** to **Substantial**
20: Figure 17.1a-b	Core Path DUNK/69	N/A	There would be a decrease in visual amenity due to the greater visibility of the proposed scheme from Path 20.	Slight* (Neutral**)	Not significant	Negligible (beneficial)	Slight
21: Figure 17.1a-b	Local Path (non-designated)	N/A	Due to its closer proximity to the A9 and subsequent increased traffic and visual impact from the proposed Birnam Junction, there is expected to be a decrease in the amenity value for WCH using this path.	Moderate* (Slight**)	Not significant	Minor	Slight
21a; Figure 17.1a	Local Path (non-designated)	N/A	Due to its closer proximity to the A9 and subsequent increased traffic and visual impact from the proposed route, there is expected to be a decrease in the amenity value for WCH using this path.	Moderate* (Slight**)	Not significant	Negligible	Slight

Path Reference (Figure Reference)	Path Type	Crossing Point Ref.	Potential impact on amenity resulting from changes in traffic flows	Potential Change			Significance (amenity value)
				Visual	Air Quality	Noise	
22/NCR77: Figure 17.1a-b	Core Path DUNK/142 National Cycle Route NCR77	CP04	Due to the closer proximity of the path to the proposed Birnam Junction and subsequent visual potential impact, there is expected to be a decrease in the amenity value for WCH using this path. A decrease in amenity is also anticipated due to the change from being a segregated off road WCH route to along Perth Road.	Large* (Moderate**)	Not significant	Major	**Moderate** to **Substantial**
23: Figure 17.1b	Core Path DUNK/57 Right of Way 32/10	CP02	Removal of the at-grade crossing point at this location would result in an improvement in safety for WCH and it is expected that they would be redirected to the proposed underbridge as part of Birnam Junction. This would be confirmed as part of the DMRB Stage 3 assessment. There would be a decrease in visual amenity due to the greater visibility of the proposed route options from Path 23. Overall an increase in amenity value is expected for WCH using this path due to the improved safety of the grade separated crossing.	Moderate* (Slight**)	Not significant	Minor	Slight to **Moderate**
24: Figure 17.1b	Core Path DUNK/10 Right of Way Code TP102	CP03	Due to the closer proximity of the path and subsequent potential visual impact at the proposed junctions at Birnam and Dunkeld, there is expected to be a decrease in the amenity value for WCH using this route.	Moderate* (Slight**)	Not significant	Minor	Slight to **Moderate**
25: Figure 17.1b	Core Path DUNK/103	CP03	Due to the proposed Birnam Junction and its subsequent potential visual impact, and an increase in traffic flow along Perth Road (from approximately 1,500 AADT 18hr in 2015, to approximately 2,320 AADT 18hr in 2026) there is expected to be a decrease in the amenity value for WCH using this route.	Moderate* (Slight**)	Not significant	Minor	Slight to **Moderate**
26: Figure 17.1b	Core Path DUNK/56 Right of Way 32/10	N/A	Due to the closer proximity and subsequent visual impact from this path to the proposed route, there is expected to be a decrease in amenity value for WCH using this route.	Neutral	Not significant	Minor	Slight
26a: Figure 17.1b	Local path (non-designated)	CP04	Due to the closer proximity of the path and the potential visual impact from the new earthworks, a decrease in amenity value is anticipated for WCH using Path 26a.	Large* (Slight**)	Not significant	Minor	Slight to **Moderate**
27: Figure 17.1b	Core Path DUNK/55 Right of Way TP105	N/A	Due to the closer proximity and subsequent visual impact from this path to the proposed route, there is expected to be a decrease in amenity value for WCH using this route.	Slight* (Neutral**)	Not significant	Negligible	Slight
28/NCR77 Figure 17.1b	Core Path DUNK/11 Right of Way Code TP106 National Cycle Route NCR77	N/A	Due to the wider overbridge across the Birnam Glen for the proposed A9 carriageway, a decrease in amenity is anticipated for WCH using Path 28/NCR77 for Option ST2D.	Moderate* (Slight**)	Not significant	Minor	Slight to **Moderate**
29; Figure 17.1b	Core Path DUNK/24	N/A	Due to the closer proximity and subsequent visual impact from this path to the proposed route, there is expected to be a decrease in amenity value for WCH using this route.	Neutral	Not significant	Negligible (beneficial)	Negligible

Path Reference (Figure Reference)	Path Type	Crossing Point Ref.	Potential impact on amenity resulting from changes in traffic flows	Potential Change			Significance (amenity value)
				Visual	Air Quality	Noise	
30: Figure 17.1b	Core Path DUNK/115	N/A	Due to the closer proximity and subsequent visual impact from this path to the proposed route, there is expected to be a decrease in amenity value for WCH using this route.	Neutral	Not significant	Negligible (beneficial)	Negligible (beneficial)
31: Figure 17.1b	Local Path (non-designated)	N/A	Due to the closer proximity and subsequent visual impact from this path to the proposed route, there is expected to be a decrease in amenity value for WCH using this route.	Neutral	Not significant	Negligible (beneficial)	Negligible (beneficial)
31a: Figure 17.1	Local Path (non-designated)	N/A	Due to its closer proximity to the A9 and subsequent increased traffic and visual impact from the proposed route, there is expected to be a decrease in the amenity value for WCH using this path.	Neutral	Not significant	Minor (beneficial)	Slight (beneficial)
32: Figure 17.1b	Local Path (non-designated)	N/A	Due to the closer proximity and subsequent visual impact from this path to the proposed route, there is expected to be a decrease in amenity value for WCH using this route.	Neutral	Not significant	Negligible	Negligible
33: Figure 17.1b	Core Path DUNK/59	CP07, CP06	There would be a decrease in the amenity value of this path due to its closer proximity to the proposed roundabout at Dunkeld.	Large* (Slight**)	Not significant	Negligible	Slight to **Moderate**
34/NCR77: Figure 17.1b	Core Path DUNK/144 National Cycle Route NCR77	N/A	Due to the closer proximity and subsequent visual impact from this path to the proposed route, there is expected to be a decrease in amenity value for WCH using this route.	Moderate* (Slight**)	Not significant	Negligible	Slight to **Moderate**
35: Figure 17.1b-d	Core Path DUNK/23	N/A	Due to the closer proximity of the path to the proposed route options and subsequent visual impact from earthworks, there is expected to be a decrease in the amenity value for WCH using this path.	Large* (Moderate**)	Not significant	Moderate	**Moderate**
36: Figure 17.1b-c	Core Path DUNK/63	N/A	Due to the closer proximity and subsequent visual impact from this path to the proposed route, there is expected to be a decrease in amenity value for WCH using this route.	Moderate* (Slight**)	Not significant	Negligible	Slight to **Moderate**
37: Figure 17.1b-c	Core Path DUNK/60	N/A	Due to the closer proximity and subsequent visual impact from this path to the proposed route, there is expected to be a decrease in amenity value for WCH using this route.	Neutral	Not significant	Minor	Slight
38/NCR77 Figure 17.1b-c	Core Path DUNK/145 National Cycle Route NCR77	N/A	Due to the closer proximity and subsequent visual impact from this path to the proposed route, there is expected to be a decrease in amenity value for WCH using this route.	Moderate* (Slight**)	Not significant	Minor	Slight to **Moderate**
39: Figure 17.1b-c	Core Path DUNK/137	CP07	Due to the closer proximity of the path to the proposed route options and subsequent visual impact from earthworks, there is expected to be a decrease in the amenity value for WCH using this path.	Large* (Moderate**)	Not significant	Major	**Moderate** to **Substantial**
40: Figure 17.1b-c	Core Path DUNK/25	N/A	Due to the closer proximity and subsequent visual impact from this path to the proposed route, there is expected to be a decrease in amenity value for WCH using this route.	Neutral	Not significant	Negligible	Negligible
41; Figure 17.1c	Core Path DUNK/64	N/A	Due to the closer proximity of the path to the proposed route options there is expected to be a decrease in amenity value for WCH using this path.	Moderate* (Slight**)	Not significant	Negligible	Slight to **Moderate**

Path Reference (Figure Reference)	Path Type	Crossing Point Ref.	Potential impact on amenity resulting from changes in traffic flows	Potential Change			Significance (amenity value)
				Visual	Air Quality	Noise	
42: Figure 17.1c	Core Path DUNK/22	N/A	Due to the closer proximity and subsequent visual impact from this path to the proposed route, there is expected to be a decrease in amenity value for WCH using this route.	Neutral	Not significant	Minor	Slight
43/NCR77 Figure 17.1c	Core Path DUNK/70 National Cycle Route NCR77	N/A	Due to the closer proximity and subsequent visual impact from this path to the proposed route, there is expected to be a decrease in amenity value for WCH using this route.	Neutral	Not significant	Minor	Slight
44: Figure 17.1c	Core Path DUNK/15 Right of Way TP94	N/A	Due to the closer proximity of the path to the proposed route option, there is expected to be a decrease in the amenity value of the path.	Slight	Not significant	Minor	Slight
RCR83: Figure 17.1d	Regional Cycle Route RCR83	N/A	Due to the closer proximity and subsequent visual impact from this path to the proposed route, there is expected to be a decrease in amenity value for WCH using this route.	Moderate* (Slight**)	Not significant	Negligible (beneficial)	Slight
45: Figure 17.1c-d	Core Path DUNK/65	N/A	Due to the closer proximity of the path to the by the revised B898 alignment associated with the proposed Dalguise Junction, there is expected to be a decrease in the amenity value of WCH using this path.	Slight	Not significant	Moderate	Slight to **Moderate**
46: Figure 17.1c-d	Core Path DUNK/130	N/A	Due to the closer proximity and subsequent visual impact from this path to the proposed route, there is expected to be a decrease in amenity value for WCH using this route.	Neutral	Not significant	Negligible	Negligible
47: Figure 17.1c	Local Path (non-designated)	N/A	Due to the closer proximity of the path to the proposed route options and subsequent visual impact, there is expected to be a decrease in the amenity value for WCH using this path.	Moderate* (Slight**)	Not significant	Major	**Moderate**
48/NCR77 : Figure 17.1c-d	Core Path DUNK/100 National Cycle Route NCR77	CP09	It is anticipated that there would be a barrier separating WCH from the carriageway when crossing the Tay Bridge. This would improve the safety for WCH and therefore there is anticipated to be an increase in the amenity value of journeys for WCH using the path.	Large* (Moderate**)	Not significant	Moderate	**Moderate**
49: Figure 17.1c-d	Core Path DUNK/26	N/A	Due to the closer proximity and subsequent visual impact from this path to the proposed route, there is expected to be a decrease in amenity value for WCH using this route.	Neutral	Not significant	Negligible	Negligible
50: Figure 17.1b	Right of Way TP101	N/A	Due to the closer proximity and subsequent visual impact from this path to the proposed route, there is expected to be a decrease in amenity value for WCH using this route.	Slight	Not significant	No change	Slight
51: Figure 17.1c-d	Local path (un-designated)	N/A	Due to the closer proximity and subsequent visual impact from this path to the proposed route, there is expected to be a decrease in amenity value for WCH using this route.	Neutral	Not significant	Negligible	Negligible
52: Figure 17.1c-d	Local path (un-designated)	N/A	Due to the closer proximity and subsequent visual impact from this path to the proposed route, there is expected to be a decrease in amenity value for WCH using this route.	Slight* (Neutral**)	Not significant	Negligible	Negligible

Path Reference (Figure Reference)	Path Type	Crossing Point Ref.	Potential impact on amenity resulting from changes in traffic flows	Potential Change			Significance (amenity value)
				Visual	Air Quality	Noise	
53: Figure 17.1d	Local Path (non-designated)	N/A	Due to its closer proximity to the proposed route options, there is expected to be a decrease in the amenity value for WCH using this path.	Large* (Slight**)	Not significant	Moderate	**Moderate**

* The visual impact is based on the worst case scenario, i.e. winter year of opening. Following embedded mitigation such as planting, these impacts are expected to decrease by summer 15yrs.
** Potential impact summer 15yrs (Chapter 11: Visual)

Table A17.1-3: Overall potential impacts on WCH paths (without mitigation) during operation

Path Reference (Figure Reference)	Path Type	Crossing Point ref.	Significance of potential impact		
			Journey Length	Amenity value	Overall
NCR77 (south) Figure 17.1a	National Cycle Route NCR77	N/A	No change	**Moderate**	Slight to **Moderate**
NCR77 (Little Dunkeld) Figure 17.1b	National Cycle Route NCR77	CP04	Slight to **Moderate**	**Moderate**	**Moderate**
NCR77 (north) Figure 17.1d	National Cycle Route NCR77	N/A	Slight to **Moderate**	**Moderate**	**Moderate**
1: Figure 17.1a	Local Path (non-designated)	N/A	No change	Slight	Slight
2: Figure 17.1a	Local Path (non-designated)	N/A	No change	Slight	Slight
3: Figure 17.1a	Core Path SPIT/108	N/A	No change	Slight	Slight
4: Figure 17.1a	Core Path SPIT/109	N/A	No change	Slight	Slight
5: Figure 17.1a	Core Path SPIT/113	N/A	No change	Slight	Slight
6: Figure 17.1a	Local Path (non-designated)	N/A	No change	Slight	Slight
7: Figure 17.1a	Local Path (non-designated)	CP01	Neutral to Slight	Slight to **Moderate**	Slight to **Moderate**
7a: Figure 17.1a	Local Path (non-designated)	CP01	Neutral to Slight	Slight to **Moderate**	Slight to **Moderate**
8: Figure 17.1a	Core Path SPIT/105	N/A	No change	Slight	Slight
9: Figure 17.1a	Core Path SPIT/114	N/A	No change	Slight	Slight
10: Figure 17.1a	Local Path (non-designated)	N/A	No change	Negligible	Negligible
11: Figure 17.1b	Right of Way TP104	N/A	No change	Slight	Slight
12: Figure 17.1a	Local Path (non-designated)	N/A	No change	Negligible	Negligible
13: Figure 17.1a	Core Path DUNK/102	N/A	No change	Negligible	Negligible
14: Figure 17.1a	Local Path (non-designated)	N/A	No change	Negligible	Negligible
15: Figure 17.1a-b	Local Path (non-designated)	N/A	No change	Slight	Slight
16: Figure 17.1a	Local Path (non-designated)	N/A	No change	Slight	Slight
17: Figure 17.1a	Local Path (non-designated)	N/A	No change	Negligible	Negligible
18: Figure 17.1a-b	Core Path DUNK/14	N/A	No change	Slight	Slight
19: Figure 17.1a-b	Local Path (non-designated)	N/A	Neutral to Slight	**Moderate** to **Substantial**	**Moderate**
20: Figure 17.1a-b	Core Path DUNK/69	N/A	No change	Slight	Slight
21: Figure 17.1a-b	Local Path (non-designated)	N/A	No change	Slight	Slight
21a: Figure 17.1a	Local Path (non-designated)	N/A	No change	Slight	Slight
22/NCR77 Figure 17.1a-b	Core Path DUNK/142 National Cycle Route NCR77	N/A	Slight	**Moderate** to **Substantial**	**Moderate**
23: Figure 17.1b	Core Path DUNK/57 Right of Way 32/10	CP02	**Large** to **Very Large**	Slight to **Moderate**	**Large**
24: Figure 17.1b	Core Path DUNK/10 Right of Way Code TP102	N/A	Slight	Slight to **Moderate**	Slight to **Moderate**
25: Figure17.1b	Core Path DUNK/103	CP03	Slight	Slight to **Moderate**	Slight to **Moderate**

Path Reference (Figure Reference)	Path Type	Crossing Point ref.	Significance of potential impact		
			Journey Length	Amenity value	Overall
26: Figure 17.1b	Core Path DUNK/56 Right of Way 32/10	N/A	No change	Slight	Slight
26a: Figure 17.1b	Local path (non-designated)	N/A	Slight	Slight to **Moderate**	Slight to **Moderate**
27: Figure 17.1b	Core Path DUNK/55 Right of Way TP105	N/A	No change	Slight	Slight
28/NCR77 Figure 17.1b	Core Path DUNK/11 Right of Way Code TP106 National Cycle Route NCR77	CP04	No change	Slight to **Moderate**	Slight to **Moderate**
29: Figure 17.1b	Core Path DUNK/24	N/A	No change	Negligible	Negligible
30: Figure 17.1b	Core Path DUNK/115	N/A	No change	Negligible (beneficial)	Negligible (beneficial)
31: Figure 17.1b	Local Path (non-designated)	N/A	No change	Negligible (beneficial)	Negligible (beneficial)
31a: Figure 17.1	Local Path (non-designated)	N/A	No change	Slight (beneficial)	Slight (beneficial)
32: Figure 17.1b	Local Path (non-designated)	N/A	No change	Negligible	Negligible
33: Figure 17.1b	Core Path DUNK/59	N/A	**Large** to **Very Large**	Slight to **Moderate**	**Large**
34/NCR77 Figure 17.1b	Core Path DUNK/144 National Cycle Route NCR77	N/A	No change	Slight to **Moderate**	Slight to **Moderate**
35: Figure 17.1b-d	Core Path DUNK/23	CP07, CP08, CP09	**Large** to **Very Large**	**Moderate**	**Large** to **Very Large**
36: Figure 17.1b-c	Core Path DUNK/63	N/A	**Large** to **Very Large**	Slight to **Moderate**	**Large**
37: Figure 17.1b-c	Core Path DUNK/60	N/A	No change	Slight	Slight
38/NCR77 Figure 17.1b-c	Core Path DUNK/145 National Cycle Route NCR77	N/A	No change	Slight to **Moderate**	Slight to **Moderate**
39: Figure 17.1b-c	Core Path DUNK/137	N/A	**Large** to **Very Large**	**Moderate** to **Substantial**	**Large** to **Very Large**
40: Figure 17.1b-c	Core Path DUNK/25	N/A	No change	Negligible	Negligible
41: Figure 17.1c-d	Core Path DUNK/64	N/A	No change	Slight to **Moderate**	Slight to **Moderate**
42: Figure 17.1c	Core Path DUNK/22	N/A	No change	Slight	Slight
43/NCR77 Figure 17.1c	Core Path DUNK/70 National Cycle Route NCR77	N/A	No change	Slight	Slight
44: Figure 17.1c	Core Path DUNK/15 Right of Way TP94	N/A	No change	Slight	Slight
RCR83 Figure 17.1d	Regional Cycle Route RCR83	N/A	No change	Slight	Slight
45: Figure 17.1c-d	Core Path DUNK/65	N/A	No change	Slight to **Moderate**	Slight to **Moderate**

Path Reference (Figure Reference)	Path Type	Crossing Point ref.	Significance of potential impact		
			Journey Length	Amenity value	Overall
46: Figure 17.1c-d	Core Path DUNK/130	N/A	No change	Negligible	Negligible
47: Figure 17.1c	Local Path (non-designated)	N/A	No change	**Moderate**	**Moderate**
48/NCR77 Figure 17.1c-d	Core Path DUNK/100 National Cycle Route NCR77	N/A	**Very Large**	**Moderate**	**Large** to **Very Large**
49: Figure 17.1c-d	Core Path DUNK/26	N/A	No change	Negligible	Negligible
50: Figure 17.1b	Right of Way TP101	N/A	No change	Slight	Slight
51: Figure 17.1c-d	Local path (un-designated)	N/A	No change	Negligible	Negligible
52: Figure 17.1c-d	Local path (un-designated)	N/A	No change	Negligible	Negligible
53: Figure 17.1d	Local Path (non-designated)	N/A	No change	**Moderate**	**Moderate**

Access to outdoor areas

Table A17.1-4: Potential impact on access to outdoor areas (without mitigation) during operation

Facility	Outdoor Access area	Potential Impact (without mitigation)	Significance of potential impact
Area facilities			
Woodland	Atholl Wood	Slight potential impacts are anticipated for WCHs using RCR83. Negligible potential impacts are anticipated for WCHs using Paths 49 and 51. Overall, Slight potential impacts are anticipated for WCHs accessing Atholl Wood.	Slight
Hill	Birnam Hill	Large potential impacts are anticipated for WCHs using Path 23. Slight to Moderate potential impacts are anticipated for WCHs using Path 28/NCR77. Slight potential impacts are anticipated for WCHs using Paths 18 and 20. Overall, Moderate to Large potential impacts are anticipated for WCHs accessing Birnam Hill.	**Moderate** to **Large**
Woodland	Birnam Wood	Slight to Moderate potential impacts are anticipated for WCHs using NCR77 (south). Slight potential impacts are anticipated for WCHs using Paths 5, 8, 9 and 20. Negligible potential impacts are anticipated for WCHs using Paths 10, 12, 13 and 14. Overall, Slight potential impacts are anticipated for WCHs accessing Birnam Wood.	Slight
Woodland	Byres Wood	Slight potential impacts are anticipated for WCHs using Paths 1, 2, 5 and 6. Overall, Slight potential impacts are anticipated for WCHs accessing Byres Wood.	Slight
Woodland	Dalpowie Plantation	Slight to Moderate potential impacts are anticipated for WCHs using Path 7. Slight potential impacts are anticipated for WCHs using Paths 15 and 21a. Overall, Slight potential impacts are anticipated for WCHs accessing Dalpowie Plantation.	Slight
Burn	Inchewan Burn	Slight to Moderate potential impacts are anticipated for WCHs using Paths 26a and 28/NCR77. Negligible (beneficial) potential impacts are anticipated for WCHs using Path 30. Negligible potential impacts are anticipated for WCHs using Path 29. Overall, Slight potential impacts are anticipated for WCHs accessing Inchewan Burn.	Slight
Woodland	Inver Wood	Moderate potential impacts are anticipated for WCHs using Path 47. Slight to Moderate potential impacts are anticipated for WCHs using Path 45. Negligible potential impacts are anticipated for WCHs using Path 46. Overall, Slight to Moderate potential impacts are anticipated for WCHs accessing Inver Wood.	Slight to **Moderate**
Woodland	The Hermitage	Slight to Moderate potential impacts are anticipated for WCHs using Path 41. Slight potential impacts are anticipated for WCHs using Paths 42 and 44. Overall, Slight to Moderate potential impacts are anticipated for WCHs accessing The Hermitage.	Slight to **Moderate**
Loch	Polney Loch	Negligible potential impacts are anticipated for WCHs using Path 49. Overall, Negligible potential impacts are anticipated for WCHs accessing Polney Loch.	Negligible
Woodland	Ring Wood	Moderate potential impacts are anticipated for WCHs using Path 19. Slight to Moderate potential impacts are anticipated for WCHs using NCR77 (south). Overall, Moderate potential impacts are anticipated for WCHs accessing Ring Wood.	**Moderate**
River	River Braan	Large to Very Large potential impacts are anticipated for WCHs using Paths 35 and 39. Large potential impacts are anticipated for WCHs using Paths 33 and 36. Moderate potential impacts are anticipated for WCHs using Path 41. Slight to Moderate potential impacts are anticipated for WCHs using Path 24. Slight potential impacts are anticipated for WCHs using Path 42, 43/NCR77, and 44. Overall, Moderate to Large potential impacts are anticipated for WCHs accessing the River Braan.	**Moderate** to **Large**
River	River Tay	Large to Very Large potential impacts are anticipated for WCHs using Paths 35 and 48/NCR77. Moderate potential impacts are anticipated for WCHs using Path 53. Slight to Moderate potential impacts are anticipated for WCHs using Paths 24, 34/NCR77 and 38/NCR77. Slight potential impacts are anticipated for WCHs using Paths 4, 11, 15, 21, 21a, 26, 27 and 50. Negligible potential impacts are anticipated for WCHs using Path 40. Overall, Moderate to Large potential impacts are anticipated for WCHs accessing the River Tay.	**Moderate** to **Large**
Woodland	Rochanroy Wood	Slight potential impacts are anticipated for WCHs using Paths 7a, 16 and 18. Negligible potential impacts are anticipated for WCHs using Paths 13, 14 and 17. Overall, Slight potential impacts are anticipated for WCHs accessing Rochanroy Wood.	Slight
Loch	Rohallion Loch	Slight to Moderate potential impacts are anticipated for WCHs using NCR77 (south). Slight potential impacts are anticipated for WCHs using Path 9. Overall, Slight to Moderate potential impacts are anticipated for WCHs accessing Rohallion Loch.	Slight to **Moderate**

Facility	Outdoor Access area	Potential Impact (without mitigation)	Significance of potential impact
Woodland	Tay Forest Park – Craigvinean Plantation	Moderate potential impacts are anticipated for WCHs using Path 47. Slight to Moderate potential impacts are anticipated for WCHs using NCR77 (south) and Path 45. Negligible potential impacts are anticipated for WCHs using Paths 46 and 52. Overall, Slight to Moderate potential impacts are anticipated for WCHs accessing Tay Forest Park – Craigvinean Plantation.	Slight to **Moderate**
Woodland	Tay Forest Park – Ladywell Plantation	Slight potential impacts are anticipated for WCHs using Path 37. Negligible (beneficial) potential impacts are anticipated for WCHs using Path 31. Negligible potential impacts are anticipated for WCHs using Path 32. Overall, Slight potential impacts are anticipated for WCHs accessing Tay Forest Park – Ladywell Plantation.	Slight
Linear facilities			
National Cycle Route	NCR77	Moderate potential impacts are anticipated for WCHs using NCN77 (Little Dunkeld) and NCN77 (north). Slight to Moderate potential impacts are anticipated for WCHs using NCN77 (south). Overall, Moderate potential impacts are anticipated for WCHs using NCR77.	**Moderate**
Regional Cycle Route	RCR83	Overall, Slight potential impacts are anticipated for WCHs using RCR83.	Slight

1.2 Residual Effects

WCH Routes

Table A17.1-5: Summary of potential impacts and residual effects on crossing points and paths during operation

Path Reference (Figure Reference)	Path Type	Crossing Point ref.	Potential Impact Significance	Mitigation Measure	Significance of Residual Effect
NCR77 (south) Figure 17.1a	National Cycle Route NCR77	N/A	Slight to **Moderate**	Established embedded landscape mitigation; established embedded noise mitigation	Slight
NCR77 (Little Dunkeld) Figure 17.1b	National Cycle Route NCR77	CP04	**Moderate**	Established embedded landscape mitigation	Slight
NCR77 (north) Figure 17.1d	National Cycle Route NCR77	N/A	**Moderate**	Established embedded landscape mitigation	Slight
1: Figure 17.1a	Local Path (non-designated)	N/A	Slight	Established embedded landscape mitigation	Negligible
2: Figure 17.1a	Local Path (non-designated)	N/A	Slight	Established embedded landscape mitigation	Negligible
3: Figure 17.1a	Core Path SPIT/108	N/A	Slight	Established embedded landscape mitigation	Negligible
4: Figure 17.1a	Core Path SPIT/109	N/A	Slight	Established embedded landscape mitigation	Negligible
5: Figure 17.1a	Core Path SPIT/113	N/A	Slight	Established embedded landscape mitigation	Negligible
6: Figure 17.1a	Local Path (non-designated)	N/A	Slight	Established embedded landscape mitigation	Slight
7: Figure 17.1a	Local Path (non-designated)	CP01	Slight to **Moderate**	Established embedded landscape mitigation; P02-AT9	Slight
7a: Figure 17.1a	Local Path (non-designated)	CP01	Slight to **Moderate**	Established embedded landscape mitigation; P02-AT9	**Moderate**
8: Figure 17.1a	Core Path SPIT/105	N/A	Slight	Established embedded landscape mitigation	Negligible
9: Figure 17.1a	Core Path SPIT/114	N/A	Slight	Established embedded landscape mitigation	Negligible
10: Figure 17.1a	Local Path (non-designated)	N/A	Negligible	N/A	Negligible
11: Figure 17.1b	Right of Way TP104	N/A	Slight	Established embedded landscape mitigation	Negligible to Slight
12: Figure 17.1a	Local Path (non-designated)	N/A	Negligible	N/A	Negligible
13: Figure 17.1a	Core Path DUNK/102	N/A	Negligible	N/A	Negligible
14: Figure 17.1a	Local Path (non-designated)	N/A	Negligible	N/A	Negligible
15: Figure 17.1a-b	Local Path (non-designated)	N/A	Slight	Established embedded landscape mitigation	Slight
16: Figure 17.1a	Local Path (non-designated)	N/A	Slight	Established embedded landscape mitigation	Negligible
17: Figure 17.1a	Local Path (non-designated)	N/A	Negligible	N/A	Negligible
18: Figure 17.1a-b	Core Path DUNK/14	N/A	Slight	Established embedded landscape mitigation	Slight
19: Figure 17.1a-b	Local Path (non-designated)	N/A	**Moderate**	Established embedded landscape mitigation	**Moderate**
20: Figure 17.1a-b	Core Path DUNK/69	N/A	Slight	Established embedded landscape mitigation	Slight
21: Figure 17.1a-b	Local Path (non-designated)	N/A	Slight	Established embedded landscape mitigation	Slight
21a: Figure 17.1a	Local Path (non-designated)	N/A	Slight	Established embedded landscape mitigation	Slight

Path Reference (Figure Reference)	Path Type	Crossing Point ref.	Potential Impact Significance	Mitigation Measure	Significance of Residual Effect
22/NCR77 Figure 17.1a-b	Core Path DUNK/142 National Cycle Route NCR77	N/A	**Moderate**	Established embedded landscape mitigation; P02-AT10	**Moderate**
23: Figure 17.1b	Core Path DUNK/57 Right of Way 32/10	CP02	**Large**	Established embedded landscape mitigation; P02-AT11	**Large**
24: Figure 17.1b	Core Path DUNK/10 Right of Way Code TP102	N/A	Slight to **Moderate**	Established embedded landscape mitigation	Slight
25: Figure 17.1b	Core Path DUNK/103	CP03	Slight to **Moderate**	Established embedded landscape mitigation	Slight
26: Figure 17.1b	Core Path DUNK/56 Right of Way 32/10	N/A	Slight	Established embedded landscape mitigation	Negligible
26a: Figure 17.1b	Local path (non-designated)	N/A	Slight to **Moderate**	Established embedded landscape mitigation	Slight
27: Figure 17.1b	Core Path DUNK/55 Right of Way TP105	N/A	Slight	Established embedded landscape mitigation	Negligible
28/NCR77 Figure 17.1b	Core Path DUNK/11 Right of Way Code TP106 National Cycle Route NCR77	CP04	Slight to **Moderate**	Established embedded landscape mitigation	Slight
29: Figure 17.1b	Core Path DUNK/24	N/A	Negligible	N/A	Negligible
30: Figure 17.1b	Core Path DUNK/115	N/A	Negligible (beneficial)	N/A	Negligible (beneficial)
31: Figure 17.1b	Local Path (non-designated)	N/A	Negligible (beneficial)	N/A	Negligible (beneficial)
31a: Figure 17.1	Local Path (non-designated)	N/A	Slight (beneficial)	Established embedded landscape mitigation	Slight (beneficial)
32: Figure 17.1b	Local Path (non-designated)	N/A	Negligible	N/A	Negligible
33: Figure 17.1b	Core Path DUNK/59	N/A	**Large**	Established embedded landscape mitigation; P02-AT12, P02-AT13, P02-AT14	**Moderate**
34/NCR77 Figure 17.1b	Core Path DUNK/144 National Cycle Route NCR77	N/A	Slight to **Moderate**	Established embedded landscape mitigation	Slight
35: Figure 17.1b-d	Core Path DUNK/23	CP07, CP08, CP09	**Large** to **Very Large**	Established embedded landscape mitigation	**Large**
36: Figure 17.1b-c	Core Path DUNK/63	N/A	**Large**	Established embedded landscape mitigation; P02-AT13, P02-AT14	Slight
37: Figure 17.1b-c	Core Path DUNK/60	N/A	Slight	Established embedded landscape mitigation	Negligible
38/NCR77 Figure 17.1b-c	Core Path DUNK/145 National Cycle Route NCR77	N/A	Slight to **Moderate**	Established embedded landscape mitigation	Slight
39: Figure 17.1b-c	Core Path DUNK/137	N/A	**Large** to **Very Large**	Established embedded landscape mitigation	Slight
40: Figure 17.1b-c	Core Path DUNK/25	N/A	Negligible	N/A	Negligible
41: Figure 17.1c-d	Core Path DUNK/64	N/A	Slight to **Moderate**	Established embedded landscape mitigation	Slight
42: Figure 17.1c	Core Path DUNK/22	N/A	Slight	Established embedded landscape mitigation	Negligible

Path Reference (Figure Reference)	Path Type	Crossing Point ref.	Potential Impact Significance	Mitigation Measure	Significance of Residual Effect
43/NCR77 Figure 17.1c	Core Path DUNK/70 National Cycle Route NCR77	N/A	Slight	Established embedded landscape mitigation	Negligible
44: Figure 17.1c	Core Path DUNK/15 Right of Way TP94	N/A	Slight	Established embedded landscape mitigation	Slight
RCR83 Figure 17.1d	Regional Cycle Route RCR83	N/A	Slight	Established embedded landscape mitigation	Negligible
45: Figure 17.1c-d	Core Path DUNK/65	N/A	Slight to **Moderate**	Established embedded landscape mitigation	Slight
46: Figure 17.1c-d	Core Path DUNK/130	N/A	Negligible	N/A	Negligible
47: Figure 17.1c	Local Path (non-designated)	N/A	**Moderate**	Established embedded landscape mitigation	**Moderate**
48/NCR77 Figure 17.1c-d	Core Path DUNK/100 National Cycle Route NCR77	N/A	**Large** to **Very Large**	Established embedded landscape mitigation	**Moderate**
49: Figure 17.1c-d	Core Path DUNK/26	N/A	Negligible	N/A	Negligible
50: Figure 17.1b	Right of Way TP101	N/A	Slight	Established embedded landscape mitigation	Slight
51: Figure 17.1c-d	Local path (un-designated)	N/A	Negligible	Established embedded landscape mitigation	Negligible
52: Figure 17.1c-d	Local path (un-designated)	N/A	Negligible	N/A	Negligible
53: Figure 17.1d	Local Path (non-designated)	N/A	**Moderate**	Established embedded landscape mitigation	Slight
Note: Whilst DMRB guidance states that only one significance value be provided, significance can vary along a path. Where variance has been assessed along paths within the study area, significance has been given a range (such as 'Slight to Moderate').					

Access to outdoor areas

Table A17.1-6: Summary of potential impacts and residual effects on outdoor areas during operation

Facility	Outdoor Access Area	Residual Impact	Significance of Residual Effect
Area facilities			
Woodland	Atholl Wood	Negligible potential impacts are anticipated for WCHs using RCR83 and Paths 49 and 51. Overall, Negligible potential impacts are anticipated for WCHs accessing Atholl Wood.	Negligible
Hill	Birnam Hill	Large potential impacts are anticipated for WCHs using Path 23. Slight potential impacts are anticipated for WCHs using Paths 18, 20 and 28/NCR77. Overall, Slight potential impacts are anticipated for WCHs accessing Birnam Hill.	Slight
Woodland	Birnam Wood	Slight potential impacts are anticipated for WCHs using NCR77 (south), and Path 20. Negligible potential impacts are anticipated for WCHs using Paths 5, 8 and , 10, 12, 13 and 14. Overall, Negligible potential impacts are anticipated for WCHs accessing Birnam Wood.	Negligible
Woodland	Byres Wood	Slight potential impacts are anticipated for WCHs using Path 6.Negligible potential impacts are anticipated for WCHs using Paths 1, 2 and 5. Overall, Negligible potential impacts are anticipated for WCHs accessing Byres Wood.	Negligible
Woodland	Dalpowie Plantation	Slight potential impacts are anticipated for WCHs using Paths 7, 15 and 21a. Overall, Slight potential impacts are anticipated for WCHs accessing Dalpowie Plantation.	Slight
Burn	Inchewan Burn	Slight potential impacts are anticipated for WCHs using Paths 26a and 28/ NCR77. Negligible (beneficial) potential impacts are anticipated for WCHs using Path 30. Negligible potential impacts are anticipated for WCHs using Path 29. Overall, Slight potential impacts are anticipated for WCHs accessing Inchewan Burn.	Slight
Woodland	Inver Wood	Moderate potential impacts are anticipated for WCHs using Path 47. Slight potential impacts are anticipated for WCHs using Path 45. Negligible potential impacts are anticipated for WCHs using Path 46. Overall, Slight potential impacts are anticipated for WCHs accessing Inver Wood.	Slight
Woodland	The Hermitage	Slight potential impacts are anticipated for WCHs using Paths 41 and 44. Negligible potential impacts are anticipated for WCHs using Path 42. Overall, Slight potential impacts are anticipated for WCHs accessing The Hermitage.	Slight
Loch	Polney Loch	Negligible potential impacts are anticipated for WCHs using Path 49. Overall, Negligible potential impacts are anticipated for WCHs accessing Polney Loch.	Negligible
Woodland	Ring Wood	Moderate potential impacts are anticipated for WCHs using Path 19. Slight potential impacts are anticipated for WCHs using NCR77 (south). Overall, Slight to Moderate potential impacts are anticipated for WCHs accessing Ring Wood.	**Moderate**
River	River Braan	Large potential impacts are anticipated for WCHs using Path 35. Moderate potential impacts are anticipated for WCHs using Path 33. Slight potential impacts are anticipated for WCHs using Paths 24, 36, 39, 41 and 44. Negligible potential impacts are anticipated for WCHs using Paths 42 and 43/ NCR77. Overall, Moderate potential impacts are anticipated for WCHs accessing the River Braan.	**Moderate**
River	River Tay	Large potential impacts are anticipated for WCHs using Path 35. Moderate potential impacts are anticipated for WCHs using Path 48/NCR77. Slight potential impacts are anticipated for WCHs using Paths 15, 21, 21a, 24, 34/ NCR77, 38/ NCR77, 50 and 53. Negligible to Slight potential impacts are anticipated for WCHs using Path 11. Negligible potential impacts are anticipated for WCHs using Paths 4, 26, 27 and 40. Overall, Slight potential impacts are anticipated for WCHs accessing the River Tay.	Slight
Woodland	Rochanroy Wood	Slight potential impacts are anticipated for WCHs using Path 18. Slight to Moderate potential impacts are anticipated for WCHs using Path 7a. Negligible potential impacts are anticipated for WCHs using Paths 13, 14, 16 and 17. Overall, Slight potential impacts are anticipated for WCHs accessing Rochanroy Wood.	Slight
Loch	Rohallion Loch	Slight potential impacts are anticipated for WCHs using NCR77 (south). Negligible potential impacts are anticipated for WCHs using Path 9. Overall, Slight potential impacts are anticipated for WCHs accessing Rohallion Loch.	Negligible
Woodland	Tay Forest Park – Craigvinean Plantation	Moderate potential impacts are anticipated for WCHs using Path 47. Slight potential impacts are anticipated for WCHs using NCR77 (south), and Path 45. Negligible potential impacts are anticipated for WCHs using Paths 46 and 52. Overall, Slight potential impacts are anticipated for WCHs accessing Tay Forest Park – Craigvinean Plantation.	Slight

Facility	Outdoor Access Area	Residual Impact	Significance of Residual Effect
Woodland	Tay Forest Park – Ladywell Plantation	Negligible potential impacts are anticipated for WCHs using Paths 32 and 37. Negligible (beneficial) potential impacts are anticipated for WCHs using Path 31. Overall, Negligible potential impacts are anticipated for WCHs accessing Tay Forest Park – Ladywell Plantation.	Negligible
Linear facilities			
National Cycle Route	NCN77	Slight potential impacts are anticipated for WCHs using NCN77 (south), NCN77 (Little Dunkeld) and NCN77 (north). Overall, Slight potential impacts are anticipated for WCHs using NCR77.	Slight
Regional Cycle Route	RCR83	Overall, Negligible potential impacts are anticipated for WCHs accessing RCR83.	Negligible