Appendix 1: Summary RAG Table

	Category	Sub-Topic	Route Option 1 Rating	Route Option 1A Rating	Route Option 2 Rating	Route Option 2A Rating	Route Option 3 Rating
Environmental	Natural Heritage	Designations	The route crosses the River Moriston SAC and SSSI. Areas of Ancient Woodland are present along the route.	The route crosses the River Moriston SAC and SSSI. Areas of Ancient Woodland are present along the route.	The route partially crosses the Levishie Wood SSSI and crosses the River Moriston SAC and SSSI and a GCR site. Areas of Ancient Woodland are present along the route.	The route crosses the Levishie Wood SSSI, the River Moriston SAC and SSSI, and a GCR site. Areas of Ancient Woodland are present along the route.	The route crosses the River Moriston SAC and SSSI. Areas of Ancient Woodland are present along the route.
		Protected Species	Abundant woodland and riparian zones which provide habitat for protected species are present along the route, although opportunities to minimise impact.	Abundant woodland and riparian zones which provide habitat for protected species are present along the route, although opportunities to minimise impact.	Abundant woodland and riparian zones which provide habitat for protected species are present along the route, although opportunities to minimise impact.	Abundant woodland and riparian zones which provide habitat for protected species are present along the route, although opportunities to minimise impact.	Abundant woodland and riparian zones which provide habitat for protected species are present along the route, although opportunities to minimise impact.
		Habitats	Habitats present moderate constraints, anticipated that potential effects could be minimised along this route at the alignment stage.	Habitats present moderate constraints, anticipated that potential effects could be minimised along this route at the alignment stage.	Habitats present moderate constraints, anticipated that potential effects could be minimised along this route at the alignment stage.	Habitats present moderate constraints, anticipated that potential effects could be minimised along this route at the alignment stage.	Habitats present moderate constraints, anticipated that potential effects could be minimised along this route at the alignment stage.
		Ornithology	Potential for loss of woodland, scrub, grassland and moorland habitat. Several sensitive bird species previously recorded in the wider area. Considered to have moderate constraint to development.	Potential for loss of woodland, scrub, grassland and moorland habitat. Several sensitive bird species previously recorded in the wider area. Considered to have moderate constraint to development.	Potential for loss of woodland, scrub, grassland and moorland habitat. Several sensitive bird species previously recorded in the wider area. Considered to have moderate constraint to development.	Potential for loss of woodland, scrub, grassland and moorland habitat. Several sensitive bird species previously recorded in the wider area. Considered to have moderate constraint to development.	Potential for loss of woodland, scrub, grassland and moorland habitat. Several sensitive bird species previously recorded in the wider area. Higher ground may be used by divers and other sensitive species. Conservatively assumed to have high constraint to development.
		Geology, Hydrology and Hydrogeology	The route is located within the mapped floodplain of the River Moriston for approximately 7.9 km. Elsewhere along the route a Medium probability of flood extents are shown to bound watercourses. Class 1, 2 and 5 peatlands have also been identified along the route.	The route is located within the mapped floodplain of the River Moriston for approximately 5.7 km. Elsewhere along the route a Medium probability of flood extents are shown to bound watercourses. Class 1, 2 and 5 peatlands have also been identified along the route.	The route is located within the mapped floodplain of the River Moriston for approximately 3.6 km. Elsewhere along the route a Medium probability of flood extents are shown to bound watercourses. Loch Ness DWPA and Class 1, 2 and 5 peatlands have also been identified along the route.	The route is located within the mapped floodplain of the River Moriston for approximately 3.6 km. Elsewhere along the route a Medium probability of flood extents are shown to bound watercourses. Loch Ness DWPA and Class 1, 2 and 5 peatlands have also been identified along the route.	The route is located within the mapped floodplain of the River Moriston for approximately 2.1 km. Elsewhere along the route a Medium probability of flood extents are shown to bound watercourses. Class 1, 2 and 5 peatlands have also been identified along the route.
	Cultural Heritage	Designations	Limited potential indirect impacts on designations which could be further reduced through sensitive siting.	Limited potential indirect impacts on designations which could be further reduced through sensitive siting.	Potential indirect impacts on SMs and Listed Buildings along route option.	Potential significant indirect impact on the Levishie Cottage Fort SM, with limited opportunities to mitigate this.	Potential indirect impacts on SMs and Listed Buildings throughout Corridor from increased elevation.
		Cultural Heritage Assets	Potential impacts along the route could be minimised through avoidance at alignment stage.	Potential impacts along the route could be minimised through avoidance at alignment stage.	Potential for direct impacts on assets of regional and local significance, including the townships of Wester and Easter Portclair.	Potential for direct impacts on assets of regional and local significance, including the townships of Wester and Easter Portclair.	Potential impacts along the route could be minimised through avoidance at alignment stage.
	People	Proximity to Dwellings	Potential pinch point at Bhlaraidh, however likely to be opportunities to avoid	Potential pinch point at Bhlaraidh, however likely to be opportunities to avoid encroaching in close	Several pinch points, particularly at Invermoriston, also at Levishie and Fort Augustus. May be difficult to avoid encroaching in close	Several pinch points, particularly at Invermoriston, also at Levishie and Fort Augustus. May be difficult to avoid encroaching in	Potential pinch point at Bhlaraidh, however likely to be opportunities to avoid encroaching in close proximity to dwellings and buildings.

	Category	Sub-Topic	Route Option 1 Rating	Route Option 1A Rating	Route Option 2 Rating	Route Option 2A Rating	Route Option 3 Rating
			encroaching in close proximity to dwellings and buildings.	proximity to dwellings and buildings.	proximity to dwellings and buildings.	close proximity to dwellings and buildings.	
	Landscape and Visual	Designations	The route does not pass through any landscape designations and is unlikely to affect the Loch Ness and Duntelchaig SLA.	The route does not pass through any landscape designations and is unlikely to affect the Loch Ness and Duntelchaig SLA.	The route passes through the Loch Ness and Duntelchaig SLA.	The route passes through the Loch Ness and Duntelchaig SLA.	The route does not pass through any landscape designations and is unlikely to affect the Loch Ness and Duntelchaig SLA.
		Character	Potential effects on landscape character, but with opportunities for mitigation, this is a landscape that broadly speaking has the potential to accommodate this type of development assuming an appropriate alignment can be achieved.	Potential effects on landscape character, but with opportunities for mitigation, this is a landscape that broadly speaking has the potential to accommodate this type of development assuming an appropriate alignment can be achieved.	Potential effects on landscape character, but with some opportunities for mitigation, this is a landscape that broadly speaking may have some potential toaccommodate this type of development ifan appropriate alignment can be achieved. (This Amber rating weighs slightly towards Red).	Potential effects on landscape character, but with some opportunities for mitigation, this is a landscape that broadly speaking may have some potential to accommodate this type of development if an appropriate alignment can be achieved. (This Amber rating weighs slightly towards Red).	Potential effects on landscape character, but with some opportunities for mitigation, this is a landscape that broadly speaking may have some potential to accommodate this type of development if an appropriate alignment can be achieved. (This Amber rating weighs slightly towards Red).
		Visual	Potential for visual effects but some opportunities for mitigation and broadly speaking the visual context may have some potential to accommodate this type of development if an appropriate alignment can be achieved.	Potential for visual effects but some opportunities for mitigation and broadly speaking the visual context may haves some potential to accommodate this type of development assuming an appropriate alignment.	Potential for visual effects and limited opportunities for mitigation. Visual context has limited potential to accommodate this type of development.	Potential for visual effects and limited opportunities for mitigation. Visual context has limited potential to accommodate this type of development.	Potential for visual effects but some opportunities for mitigation and broadly speaking the visual context may have some potential to accommodate this type of development assuming an appropriate alignment.
	Land Use	Agriculture	Agricultural land is not considered particularly sensitive or fertile.	Agricultural land is not considered particularly sensitive or fertile.	Agricultural land is not considered particularly sensitive or fertile.	Agricultural land is not considered particularly sensitive or fertile.	Agricultural land is not considered particularly sensitive or fertile.
		Forestry	Potential for effects on native woodland and PAWS, although such effects could be minimised through appropriate alignment.	Potential for effects on native woodland and PAWS, although such effects could be minimised through appropriate alignment.	Potential for effects on native woodland and PAWS, although such effects could be minimised through appropriate alignment. Potential for RAG rating increase if Levishie Wood SSSI not avoided entirely.	Unavoidable direct impacts on the Levishie Wood SSSI.	Potential for effects on native woodland and PAWS, although such effects could be minimised through appropriate alignment.
		Recreation	The route has the potential for limited interaction with a few recreational assets although opportunities to minimise impacts exists.	The route has the potential for limited interaction with a few recreational assets although opportunities to minimise impacts exists.	The route has the potential to interact with a number of recreational assets, including the Great Glen Way. Some opportunities exist to minimise impacts.	The route has the potential to interact with a number of recreational assets, including the Great Glen Way. Some opportunities exist to minimise impacts.	The route has the potential for limited interaction with a few recreational assets although opportunities to minimise impacts exists.
	Planning	Policy	Opportunities exist to minimise potential impacts and therefore allow adherence with planning policy.	Opportunities exist to minimise potential impacts and therefore allow adherence with planning policy.	High potential for constraint in some areas may preclude adherence to planning policy.	High potential for constraint in some areas may preclude adherence to planning policy.	Opportunities exist to minimise potential impacts and therefore allow adherence with planning policy.
		Proposals	No notable planning proposals within the vicinity of the route option that could not be avoided through careful siting and design.	No notable planning proposals within the vicinity of the route option that could not be avoided through careful siting and design.	No notable planning proposals within the vicinity of the route option that could not be avoided through careful siting and design.	No notable planning proposals within the vicinity of the route option that could not be avoided through careful siting and design.	No notable planning proposals within the vicinity of the route option that could not be avoided through careful siting and design.

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Engineering	Infrastructure Crossings	Major Crossings (132kV, 275kV, Rail, 200+m wide river, navigable canal, gas or hydro pipeline)	> 2 Major Crossings	> 2 Major Crossings	> 2 Major Crossings	> 2 Major Crossings	> 2 Major Crossings
		Road Crossings	3 (<200 %)	2 (least)	3 (<200 %)	3 (<200 %)	2 (least)
	Environmental Design	Elevation >200m AOD	>25 %	>25 %	10 - 25 %	10 - 25 %	>25 %
		Pollution Areas	Route Option doesn't pass through any high pollution areas.	Route Option doesn't pass through any high pollution areas.	Route Option doesn't pass through any high pollution areas.	Route Option doesn't pass through any high pollution areas.	Route Option doesn't pass through any high pollution areas.
		Flooding	<2 % of option length with >80 % of witdth	<2 % of option length with >80 % of witdth	2-5 % of option length with > 80 % of route width	2-5 % of option length with > 80 % of route width	<2 % of option length with >80 % of witdth
	Ground Conditions	Terrain	Open terrain, nearly flat or gently undulating, with isolated instances of slopes over 50 %. No cliffs or narrow pinch points.	Open terrain, nearly flat or gently undulating, with isolated instances of slopes over 50 %. No cliffs or narrow pinch points.	Terrain: Steep Slopes: > 50 % Cliffs: Yes Pinch points: Multiple	Terrain: Steep Slopes: > 50 % Cliffs: Yes Pinch points: Multiple	Open terrain, nearly flat or gently undulating, with isolated instances of slopes over 50 %. No cliffs or narrow pinch points.
		Peat	Isolated, small, avoidable areas of peat: <5 % length with >50 % of width through peat.	Isolated, small, avoidable areas of peat: <5 % length with >50 % of width through peat.	Isolated, small, avoidable areas of peat: <5 % length with >50 % of width through peat.	Isolated, small, avoidable areas of peat: <5 % length with >50 % of width through peat.	Isolated, small, avoidable areas of peat: <5 % length with >50 % of width through peat.
	Construction / Maintenance	Access	Existing network of tracks present. Public roads within 1 km of majority of route.	Existing network of tracks present. Public roads within 1 km of majority of route.	Existing network of tracks present. Public roads within 1 km of majority of route.	Limited tracks and majority of option over 1 km from existing (public) road network.	Limited tracks and majority of option over 1 km from existing (public) road network.
		Angle Towers	12	11 (Least)	15	13	11 (Least)
	Proximity	Clearance Distance	>250 m clearance available throughout route. Pinch-point at Glenmoriston Power Station but this is considered to be avoidable.	>250 m clearance available throughout route. Pinch-point at Glenmoriston Power Station but this is considered to be avoidable.	100 - 150m clearance available throughout route.	100 - 150m clearance available throughout route.	>250 m clearance available throughout route. Pinch-point at Glenmoriston Power Station but this is considered to be avoidable.
		Proximity to Windfarms	Bhlaraidh Extension Wind Farm <750 m clearance	Bhlaraidh Extension Wind Farm <750 m clearance	Bhlaraidh Extension Wind Farm <750 m clearance	Bhlaraidh Extension Wind Farm <750 m clearance	Bhlaraidh Extension Wind Farm <750 m clearance
		Urban Environments	<10 % presence in urban environments.	<10 % presence in urban environments.	<10 % presence in urban environments.	<10 % presence in urban environments.	<10 % presence in urban environments.
Cost	Capital	Construction, Diversions, Public Road Improvements, Felling, Land Assembly and Consent Mitigations	Use of a trident wood pole solution reduces cost when compared to other technologies. However other technologies likely required on higher ground and underground cable forms connection into Fort Augustus substation.	Use of a trident wood pole solution reduces cost when compared to other technologies. However other technologies likely required on higher ground and underground cable forms connection into Fort Augustus substation.	Use of a trident wood pole solution reduces cost when compared to other technologies. However other technologies likely required on higher ground and underground cable forms connection into Fort Augustus substation.	Use of a trident wood pole solution reduces cost when compared to other technologies. However other technologies likely required on higher ground and underground cable forms connection into Fort Augustus substation.	Use of a trident wood pole solution reduces cost when compared to other technologies. However other technologies likely required on higher ground and underground cable forms connection into Fort Augustus substation.

	Category	Sub-Topic	Route Option 1 Rating	Route Option 1A Rating	Route Option 2 Rating	Route Option 2A Rating	Route Option 3 Rating
	Operational	Inspections and Maintenance	Compared to other overhead line technologies a single circuit OHL supported on a trident wood pole is relatively straight forward technology to inspect and maintain. Areas of higher elevation may require larger structures entailing greater operational costs, and underground cables enail higher maintenance costs than OHLs.	Compared to other overhead line technologies a single circuit OHL supported on a trident wood pole is relatively straight forward technology to inspect and maintain. Areas of higher elevation may require larger structures entailing greater operational costs, and underground cables enail higher maintenance costs than OHLs.	Compared to other overhead line technologies a single circuit OHL supported on a trident wood pole is relatively straight forward technology to inspect and maintain. Areas of higher elevation may require larger structures entailing greater operational costs, and underground cables enail higher maintenance costs than OHLs.	Compared to other overhead line technologies a single circuit OHL supported on a trident wood pole is relatively straight forward technology to inspect and maintain. Areas of higher elevation may require larger structures entailing greater operational costs, and underground cables enail higher maintenance costs than OHLs.	Compared to other overhead line technologies a single circuit OHL supported on a trident wood pole is relatively straight forward technology to inspect and maintain. Areas of higher elevation may require larger structures entailing greater operational costs, and underground cables enail higher maintenance costs than OHLs.