

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
		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.
ronmental	Natural Heritage	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.
Envi		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	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.
	Heritage	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	proximity to dwellings and	proximity to dwellings and	close proximity to dwellings and	
			dwellings and buildings.	buildings.	buildings.	buildings.	
			The route does not pass through	The route does not pass through	The route passes through the Loch	The route passes through the	The route does not pass through any
		Designations	any landscape designations and is	any landscape designations and is	Ness and Duntelchaig SLA.	Loch Ness and Duntelchaig SLA.	landscape designations and is
		2 00.8.100.00	unlikely to affect the Loch Ness	unlikely to affect the Loch Ness and			unlikely to affect the Loch Ness and
			and Duntelchaig SLA.	Duntelchaig SLA.			Duntelchaig SLA.
			Potential effects on landscape	Potential effects on landscape	Potential effects on landscape	Potential effects on landscape	Potential effects on landscape
			character, but with opportunities	character, but with opportunities	character, but with some	character, but with some	character, but with some
			for mitigation, this is a landscape	for mitigation, this is a landscape	opportunities for mitigation, this is	opportunities for mitigation, this	opportunities for mitigation, this is a
			that broadly speaking has the	nationally speaking has the	a landscape that broadly speaking	is a landscape that broadly	have some notential to
		Character	type of development assuming an	type of development assuming an	toaccommodate this type of	speaking may have some	have some potential to
	Landscape		appropriate alignment can be	appropriate alignment can be	development ifan appropriate	type of development if an	development if an appropriate
	and Visual		achieved	achieved	alignment can be achieved (This	appropriate alignment can be	alignment can be achieved (This
					Amber rating weighs slightly	achieved (This Amber rating	Amber rating weighs slightly towards
					towards Red).	weighs slightly towards Red).	Red).
			Potential for visual effects but	Potential for visual effects but	Potential for visual effects and	Potential for visual effects and	Potential for visual effects but some
			some opportunities for mitigation	some opportunities for mitigation	limited opportunities for	limited opportunities for	opportunities for mitigation and
			and broadly speaking the visual	and broadly speaking the visual	mitigation. Visual context has	mitigation. Visual context has	broadly speaking the visual context
		Visual	context may have some potential	context may haves some potential	limited potential to accommodate	limited potential to	may have some potential to
			to accommodate this type of	to accommodate this type of	this type of development.	accommodate this type of	accommodate this type of
			development if an appropriate	development assuming an		development.	development assuming an
			alignment can be achieved.	appropriate alignment.			appropriate alignment.
			Agricultural land is not	Agricultural land is not considered	Agricultural land is not considered	Agricultural land is not	Agricultural land is not considered
		Agriculture	considered particularly sensitive	particularly sensitive or fertile.	particularly sensitive or fertile.	considered particularly sensitive	particularly sensitive or fertile.
			or fertile.			or fertile.	
			Potential for effects on native	Potential for effects on native	Potential for effects on native	Unavoidable direct impacts on	Potential for effects on native
			woodland and PAWS, although	woodland and PAWS, although	woodland and PAWS, although	the Levishie Wood SSSI.	woodland and PAWS, although such
		Forestry	such effects could be minimised	such effects could be minimised	such effects could be minimised		effects could be minimised through
			through appropriate alignment.	through appropriate alignment.	through appropriate alignment.		appropriate alignment.
	Land Use				Potential for RAG rating increase if		
					Levisnie wood SSSI not avoided		
			The route has the notential for	The route has the notential for	The route has the notential to	The route has the potential to	The route has the potential for
			limited interaction with a few	limited interaction with a few	interact with a number of	interact with a number of	limited interaction with a few
			recreational assets although	recreational assets although	recreational assets including the	recreational assets including the	recreational assets although
		Recreation	opportunities to minimise	opportunities to minimise impacts	Great Glen Way, Some	Great Glen Way, Some	opportunities to minimise impacts
			impacts exists.	exists.	opportunities exist to minimise	opportunities exist to minimise	exists.
					impacts.	impacts.	
-			Opportunities exist to minimise	Opportunities exist to minimise	High potential for constraint in	High potential for constraint in	Opportunities exist to minimise
		Deller	potential impacts and therefore	potential impacts and therefore	some areas may preclude	some areas may preclude	potential impacts and therefore
		Ропсу	allow adherence with planning	allow adherence with planning	adherence to planning policy.	adherence to planning policy.	allow adherence with planning
	Planning		policy.	policy.			policy.
		Proposals	No notable planning proposals	No notable planning proposals	No notable planning proposals	No notable planning proposals	No notable planning proposals
			within the vicinity of the route	within the vicinity of the route	within the vicinity of the route	within the vicinity of the route	within the vicinity of the route
			option that could not be avoided	option that could not be avoided	option that could not be avoided	option that could not be avoided	option that could not be avoided
			through careful siting and design.	through careful siting and design.	through careful siting and design.	through careful siting and design.	through careful siting and design.



	Category	Sub-Topic	Route Option 1 Rating	Route Option 1A Rating	Route Option 2 Rating	Route Option 2A Rating	Route Option 3 Rating
	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)
		Elevation >200m AOD	>25 %	>25 %	10 - 25 %	10 - 25 %	>25 %
	Environmental Design	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
ıgineering	Ground	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.
Ш	Conditions	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)
	Drovinsitur	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	Proximity to Windfarms	Bhlaraidh Extension Wind Farm <pre></pre> <pr< td=""><td>Bhlaraidh Extension Wind Farm <750 m clearance</td><td>Bhlaraidh Extension Wind Farm <750 m clearance</td><td>Bhlaraidh Extension Wind Farm <750 m clearance</td><td>Bhlaraidh Extension Wind Farm <750 m clearance</td></pr<>	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 Rat
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 of technologies a single supported on a trider is relatively straight f technology to inspect maintain. Areas of hi elevation may require structures entailing g operational costs, an underground cables of maintenance costs th

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