

**Appendix 3: Armadale Grid Connection: Comparative Route Appraisal**

	Category	Sub-Topic	Route Option 1a Rating	Route Option 1b Rating	Route Option 2 Rating	Route Option 3A Rating	Route Option 3B Rating	Route Option 4 Rating
<b>Environmental</b>	<b>Natural Heritage</b>	<b>Designations</b>	The route crosses approximately 200 m of the Armadale Gorge SSSI. There are small fragments of qualifying habitats at the point of crossing of this route option. Sensitive placement of poles at alignment stage by targeting non-qualifying habitats along with adherence to best practice during construction would reduce impacts. The route falls partially within a Candidate WHS between Armadale Burn and the River Strathy.	The route crosses approximately 200 m of the Armadale Gorge SSSI. There are small fragments of qualifying habitats at the point of crossing of this route option. Sensitive placement of poles at alignment stage by targeting non-qualifying habitats along with adherence to best practice during construction would reduce impacts. The route falls partially within a Candidate WHS between Armadale Burn and the River Strathy.	The route crosses approximately 200 m of the Armadale Gorge SSSI. There are small fragments of qualifying habitats at the point of crossing of this route option. Sensitive placement of poles at alignment stage by targeting non-qualifying habitats along with adherence to best practice during construction would reduce impacts. The route falls partially within a Candidate WHS between Armadale Burn and the River Strathy.	The route crosses approximately 200 m of the Armadale Gorge SSSI. There are small fragments of qualifying habitats at the point of crossing of this route option. The route is the only option to cross the Caithness and Sutherland Peatlands SPA, SAC and Ramsar site and associated SSSIs, for approximately 4.5 km. The route falls partially within a Candidate WHS between Armadale Burn and Strathy Forest.	The route crosses approximately 200 m of the Armadale Gorge SSSI but there are only small fragments of qualifying habitats at the point of crossing of this route option. Sensitive placement of poles at alignment stage, by targeting non-qualifying habitats, along with adherence to best practice during construction would reduce impacts. The route passes close to but does not enter the Caithness and Sutherland Peatlands SPA, SAC and RAMSAR or associated SSSIs. The route falls partially within a Candidate WHS but less so compared to other options.	The route crosses the Armadale Gorge SSSI. Sensitive placement of poles at alignment stage by targeting non-qualifying habitats along with adherence to best practice during construction would reduce impacts. This route option is not directly within the Caithness and Sutherland Peatlands SAC, SPA and Ramsar and underlying SSSI, but would pass along the northern edge. The route falls partially within a Candidate WHS between Armadale Burn and the River Strathy.
		<b>Protected Species</b>	There is potential for the presence of protected species along this route option with evidence of otter identified during survey work along the Armadale Burn and the River Strathy. Impacts could be reduced or eliminated by undertaking pre-construction surveys and adopting appropriate mitigation.	There is potential for the presence of protected species along this route option with evidence of otter identified during survey work along the Armadale Burn and the River Strathy. Impacts could be reduced or eliminated by undertaking pre-construction surveys and adopting appropriate mitigation.	There is potential for the presence of protected species along this route option with evidence of otter identified during survey work along the Armadale Burn and the River Strathy. Impacts could be reduced or eliminated by undertaking pre-construction surveys and adopting appropriate mitigation.	There is potential for the presence of protected species along this route option with evidence of otter identified during survey work. Impacts could be reduced or eliminated by undertaking pre-construction surveys and adopting appropriate mitigation.	There is potential for the presence of protected species along this route option with evidence of otter identified during survey work along the Armadale Burn and the River Strathy. Impacts could be reduced or eliminated by undertaking pre-construction surveys and adopting appropriate mitigation.	There is potential for the presence of protected species along this route option with evidence of otter identified during survey work. Impacts could be reduced or eliminated by undertaking pre-construction surveys and adopting appropriate mitigation.
		<b>Habitats</b>	Walkover surveys identified the presence of blanket mire, dry heath and wet heath habitats, all Annex 1 habitats. The sensitive habitats identified present modest constraints which could be further reduced or eliminated by micro-siting infrastructure and/or adopting appropriate mitigation. Route Option 1a would have a small interaction with native woodland on the western bank of the River Strathy but could be avoided subject to careful micro-siting at alignment stage. It would not interact with areas of AWI. A large expanse of blanket mire, considered to be irreplaceable habitat, is present between Armadale River towards Strath Halladale.	Walkover surveys identified the presence of blanket mire, dry heath and wet heath habitats, all Annex 1 habitats. The sensitive habitats identified present modest constraints which could be further reduced or eliminated by micro-siting infrastructure and/or adopting appropriate mitigation. Route Option 1b would have minimal interaction with native woodland on the western bank of the River Strathy but could be avoided subject to careful micro-siting at alignment stage. It would not interact with areas of AWI. A large expanse of blanket mire, considered to be irreplaceable habitat, is present between Armadale River towards Strath Halladale.	Walkover surveys identified the presence of blanket mire, dry heath and wet heath habitats, all Annex 1 habitats. The sensitive habitats identified present modest constraints which could be further reduced or eliminated by micro-siting infrastructure and/or adopting appropriate mitigation. Route Option 2 would pass over a small section of native woodland on the western bank of the River Strathy but could be avoided subject to careful micro-siting at alignment stage. It would not interact with areas of AWI. A large expanse of blanket mire, considered to be irreplaceable habitat, is present between Armadale River towards Strath Halladale.	Walkover surveys identified the presence of blanket mire, dry heath and wet heath habitats, all Annex 1 habitats. The sensitive habitats identified present modest constraints which could be further reduced or eliminated by micro-siting infrastructure and/or adopting appropriate mitigation. Route Option 3a would not interact with any areas of AWI or native woodland. A large expanse of blanket mire, considered to be irreplaceable habitat, is present between Armadale River towards Strath Halladale.	Walkover surveys identified the presence of blanket mire, dry heath and wet heath habitats, all Annex 1 habitats. The sensitive habitats identified present modest constraints which could be further reduced or eliminated by micro-siting infrastructure and/or adopting appropriate mitigation. Part of Route Option 3b would pass through the eastern extent of an area of AWI within Strathy Forest. However, careful micro-siting at alignment stage should see this area avoided. A large expanse of blanket mire, considered to be irreplaceable habitat, is present between Armadale River towards Strath Halladale.	Walkover surveys identified the presence of blanket mire, dry heath and wet heath habitats, all Annex 1 habitats. The sensitive habitats identified present modest constraints which could be further reduced or eliminated by micro-siting infrastructure and/or adopting appropriate mitigation. Route Option 4 would not interact with any areas of AWI but would interact with a small section of native woodland that lies within the Armadale gorge, although impacts could be reduced or eliminated by micro-siting infrastructure and/or adopting appropriate mitigation. A large expanse of blanket mire, considered to be irreplaceable habitat, is present between Armadale Burn towards Strath Halladale.
		<b>Ornithology</b>	Bird surveys have identified sensitive species overflying this route option, although no flights have been recorded that would be at collision risk. Habitats	Bird surveys have identified sensitive species overflying this route option, although no flights have been recorded that would be at collision risk. Habitats	Bird surveys have identified sensitive species overflying this route option, although no flights have been recorded that would be at collision risk. Habitats	Bird surveys have identified sensitive species overflying this route option, although no flights have been recorded that would be at collision risk. Habitats	Bird surveys have identified sensitive species overflying this route option, and no flights have been recorded that would be at collision risk. Habitats present	Bird surveys have identified sensitive species overflying this route option, although no flights have been recorded that would be at collision risk. However,

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Cultural Heritage		present within the route option are suitable for breeding sensitive species. Potential for impacts could be reduced or eliminated by undertaking pre-construction surveys and adopting appropriate mitigation.	present within the route option are suitable for breeding sensitive species. Potential for impacts could be reduced or eliminated by undertaking pre-construction surveys and adopting appropriate mitigation.	present within the route option are suitable for breeding sensitive species. Potential for impacts could be reduced or eliminated by undertaking pre-construction surveys and adopting appropriate mitigation.	present within the route option are suitable for breeding sensitive species. Potential for impacts could be reduced or eliminated by undertaking pre-construction surveys and adopting appropriate mitigation.	within the route option are suitable for breeding sensitive species. Potential for impacts could be reduced or eliminated by undertaking pre-construction surveys and adopting appropriate mitigation.	this route option is closer to the SPA, Ramsar and lochans to the south with potential for collision risk and disturbance to risk from key species. Habitats present within the route option are suitable for breeding sensitive species. Potential for impacts could be reduced or eliminated by undertaking pre-construction surveys and adopting appropriate mitigation.
	<b>Geology, Hydrology and Hydrogeology</b>	The route is within the surface water catchment of the Armadale Burn and River Strathy, both important fisheries. This route is located within the floodplain of the Allt Beag, Armadale Burn and River Strathy but flood extents are largely confined to watercourse channels, however a wider flood extent is noted south of the A836 where the route crosses the River Strathy. Located within approximately 4.8 km of Class 1 and Class 2 priority peatland. Subject to further review at the alignment selection stage, and the implementation of best practice construction and mitigation, it is likely that impacts on soils, peat, geology and the water environment can be mitigated.	The route is within the surface water catchment of the Armadale Burn and River Strathy, both important fisheries. This route is located within the floodplain of the Allt Beag, Armadale Burn and River Strathy watercourses but flood extents are largely confined to watercourse channels. Located within approximately 5 km of Class 1 and Class 2 priority peatland. Subject to further review at the alignment selection stage, and the implementation of best practice construction and mitigation, it is likely that impacts on soils, peat, geology and the water environment can be mitigated.	The route is within the catchment of the Armadale Burn and River Strathy, both important fisheries. This route is located within the floodplain of the Allt Beag, Armadale Burn and River Strathy watercourses but flood extents are largely confined to watercourse channels, with a wider flood extent associated with the River Strathy. Located within approximately 6 km of Class 1 and Class 2 priority peatland. Subject to further review at the alignment selection stage, and the implementation of best practice construction and mitigation, it is likely that impacts on soils, peat, geology and the water environment can be mitigated.	The route is within the catchment of the Armadale Burn and the River Strathy, both important fisheries. Bowside Burn surface water catchment is designated as a DWPA and a PWS is sourced from this burn within this route option. Located within approximately 7 km of Class 1 and Class 2 priority peatland. Subject to further review at the alignment selection stage, and the implementation of best practice construction and mitigation, it is likely that impacts on soils, peat, geology and the water environment can be mitigated.	The route is within the catchment of the Armadale Burn and River Strathy, both important fisheries. This route is located within the floodplain of the Armadale Burn and River Strathy watercourses but flood extents are largely confined to watercourse channels, with a wider flood extent associated with the River Strathy. Located within approximately 2.7 km of Class 1 and Class 2 priority peatland. Subject to further review at the alignment selection stage, and the implementation of best practice construction and mitigation, it is likely that impacts on soils, peat, geology and the water environment can be mitigated.	The route is within the catchment of the Armadale Burn and the River Strathy, both important fisheries. This route is located within the floodplain of the Allt Beag, Armadale Burn and River Strathy watercourses but flood extents are largely confined to watercourse channels. Located within approximately 5.2 km of Class 1 and Class 2 priority peatland. Subject to further review at the alignment selection stage, and the implementation of best practice construction and mitigation, it is likely that impacts on soils, peat, geology and the water environment can be mitigated.
	<b>Designations</b>	There is one designated cultural heritage asset; Armadale Burn Broch SM, located within 1 km of the route option. This site is strategically placed to have a view towards Armadale Bay which would be crossed by this route option with potential for indirect visual impacts. The route option would also pass just over 1 km to the south of three Listed Buildings, but although listed, these buildings are not particularly sensitive to moderate alterations to the vista.	As per Route Option 1a, although this route option would be located within closer proximity of the Armadale Burn Broch SM, approximately 200 m to the north, and intervening the key vista towards Armadale Bay.	As per Route Option 1a.	As per Route Option 1b.	As per Route Option 1b until it diverged at the north of Strathy Forest. No further direct or indirect visual impacts are predicted for designated cultural heritage sites.	There is one designated cultural heritage asset; Armadale Burn Broch SM, located adjacent (but outwith) to the east / north of this route option. This site is strategically placed to have a view towards Armadale Bay but this route option would not intervene in the intervisibility between the monument and this key vista.
	<b>Cultural Heritage Assets</b>	There are a number of cultural heritage assets throughout this route option including three assets of Regional significance, plus a number of contemporary minor features. Potential impacts along the route could be minimised through sensitive placement of infrastructure and	There are a number of cultural heritage assets throughout this route option, the more significant of these are assets of Regional significance including a hut circle and unnamed farmstead on the Allt an Ruisgean, to the east of the Armadale Burn and a hut circle,	There are a number of cultural heritage assets throughout this route option, the more significant of these being located at either side of the River Strathy crossing, with assets considered to be of Regional significance. Other features of land use including	There are a number of cultural heritage assets throughout the route option, the more significant of these being assets of Regional significance including a hut circle and unnamed farmstead on the Allt an Ruisgean, both east of the Armadale Burn and a farmstead	There are a number of cultural heritage assets throughout the route option, the more significant of these being assets of Regional significance including a hut circle and unnamed farmstead on the Allt an Ruisgean, both east of the Armadale Burn and a farmstead	Route Option 4 passes through areas containing archaeological features and relict landscapes. However, it should be possible that the sites of Regional significance can be avoided through design at the alignment selection stage

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		appropriate mitigation during construction.	field system and later shieling structure at Dal Teine. Potential impacts along the route could be minimised through sensitive placement of infrastructure and appropriate mitigation during construction.	boundary dykes and banks and field clearance cairns represent prehistoric farming, which although poorly visible and do not present well as a multi-period historic landscape sensitive to direct impact, unlike Route Option 1a, their proximity and relationship with sites of Regional significance would require the area to be afforded protection from intrusive modern elements. Potential impacts along the route could be minimised through sensitive placement of infrastructure and appropriate mitigation during construction.	at Airigh an Leathaid to the east of Strathy Forest. Potential impacts along the route could be minimised through sensitive placement of infrastructure and appropriate mitigation during construction.	at Achrugan on the east bank of the River Strathy. Potential impacts along the route could be minimised through sensitive placement of infrastructure and appropriate mitigation during construction.	
People	Proximity to Dwellings	It is anticipated that a 100 m separation buffer from properties could be maintained for the entirety of the route.	It is anticipated that a 100 m separation buffer from properties could be maintained for the entirety of the route.	It is anticipated that a 100 m separation buffer from properties could be maintained for the majority of this route. However, there is a property on the south side of A836 near Armadale and another to the south of Strathy that falls within this route option, but with careful siting at alignment stage it should be possible to maintain a 100m buffer from these properties. This route is in closer proximity to settlement and the A836 than other routes and there may be a greater degree of disruption due to construction works and traffic movements.	It is anticipated that a 100 m separation buffer from properties could be maintained for the majority of the route. There is a potential pinch point at Bowside Lodge within Strathy Forest which is currently used for commercial purposes. With careful siting at alignment stage it should be possible to maintain a 100 m buffer from this property, but may mean siting the alignment through European designated areas.	It is anticipated that a 100 m separation could be observed for the entirety of the route.	It is anticipated that a 100 m separation could be observed for the entirety of the route.
	Designations	This route option does not pass through any designated or protected landscapes.	This route option does not pass through any designated or protected landscapes.	Route option passes through a small stretch of the Farr Bay, Strathy and Portskerra SLA. Opportunities may exist within the route option to avoid the designated area altogether.	This route option does not pass through any designated or protected landscapes.	This route option does not pass through any designated or protected landscapes.	This route option does not pass through any designated or protected landscapes.
Landscape and Visual	Character	The majority of this route falls within LCT 134: Sweeping Moorlands and Flows and small sections of LCT 136: Rocky Hills and Moorlands and LCT 144: Coastal Crofts & Small Farms. The key sensitivity for these landscapes is the openness of moorland although the landscape becomes more undulating in LCT 136. The route passes through an area influenced by existing wind development and electrical infrastructure, it could impact the perceived openness of the moorlands to the south of Strathy. However, opportunities may exist to select an	As per Route Option 1a. However, this route option is closer to Strathy Forest, which is already a liner feature in the landscape and would form the backdrop. The route would be more set back from the coast which would reduce the prominence of an OHL in the landscape.	As per Route Option 1a.	As per Route Option 1a. However, given the presence of existing electrical infrastructure and as the route follows the edge of an existing wind development, the sensitivity is reduced.	The majority of this route option falls within LCT 134: Sweeping Moorlands and Flows with a small section falling within LCT 136: Rocky Hills and Moorland. The key sensitivity is the openness of the moorland although the landscape becomes more undulating in LCT 136. Given that this route is through existing forestry, it's unlikely to compromise key characteristics of these LCTs. Furthermore, opportunities may exist to select an alignment through the area which minimises impacts.	As per Route Option 1b. However, this route option is closer to Strathy Forest.

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		alignment through the area which avoids or minimises impact from some receptors.						
	<b>Visual</b>	There are few visual receptors that may be affected by the majority of this route option. Given the presence of existing electrical infrastructure and wind turbines, the route is unlikely to compromise the overall visual amenity however there may be localised impacts from some receptors.	As per Route Option 1a. As this route option is set further back from the A836 and receptors in Armadale, the potential for visual effects would be reduced.	The route would run alongside the A836 for approximately 5 km and would likely be visible from several built and outdoor receptors. Sensitivity may be reduced given the presence of existing electrical infrastructure and wind turbines in the vicinity but given the close proximity to the A836, views to the south may be compromised.	Given the remote nature, there are few visual receptors that may be affected by the majority of this route option. Given the presence of existing electrical infrastructure and wind turbines, the route is unlikely to compromise the overall visual amenity however there may be localised impacts from some receptors given their proximity, including a short stretch of the A836, a section of Scottish Hill Track 344: Strath Halladale (between Trantlebeg and Strathy and Bowside Lodge, which is used for commercial purposes.	Given the remote nature, there are few visual receptors that may be affected by the majority of this route option. Given the presence of existing electrical infrastructure and wind turbines, the route is unlikely to compromise the overall visual amenity however there may be localised impacts from some receptors given their proximity, including a short stretch of the A836 and a section of Scottish Hill Track 344: Strath Halladale (between Trantlebeg and Strathy.	As per Route Option 1b.	
	<b>Land Use</b>	<b>Agriculture</b>	The agricultural land within the route option is identified as being of Class 4.2 or lower. As such, this is not a particularly sensitive or fertile category and any impacts on agriculture as a result of any of the route options is considered to be low.	As per Route Option 1a.	As per Route Option 1a.	The agricultural land within the route option is identified as being of Class 5.3 or lower. As such, this is not a particularly sensitive or fertile category and any impacts on agriculture as a result of any of the route options is considered to be low	As per Route Option 3a.	As per Route Option 1a.
		<b>Forestry</b>	No interaction with conifer plantation forestry would be required.	As per Route Option 1a.	As per Route Option 1a.	This route option would have interaction with forestry and felling of conifer plantation would be required within Strathy Forest, although extensive felling has already been carried out to the south of the route for the construction of Strathy North Wind Farm.	This route option would have interaction with forestry and would require a wayleave to be felled through the northern section of Strathy Forest.	As per Route Option 1a.
		<b>Recreation</b>	The route has the potential for limited interaction with a few recreational assets including Scottish Hill Track 344: Strath Halladale (between Trantlebeg and Strathy, salmon fishing in the River Strathy and shooting may occur in estates in the area. The A836 forms part of North Coast (NC) 500 and National Cycle Route (NCR) 1, which are popular with tourists. It is anticipated that recreational opportunities would be unlikely to be affected.	As per Route Option 1a. However, as this route option is set further from the A836 there is potential for reduced effects to recreational users of the NC500 and NCR1.	As per Route Option 1a, although this route has the potential to further impact the recreational amenity for users of the NC500 and NCR1, as the route runs in closer proximity to the A836 for approximately 4 km.	As per Route Option 1b. The River Strathy is used by Bowside Fisheries based at Bowside Lodge, for salmon fishing. Therefore, salmon fishing may be impacted more by this route compared to other options.	As per Route Option 1b.	As per Route Option 1b.

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Planning	Policy	High potential for constraint in some areas given the presence of a designated site of national significance. However, there is opportunity to minimise impacts on the qualifying features of the designation through careful design and adherence to best practice during construction allowing adherence to planning policy.	High potential for constraint in some areas given the presence of a designated site of national significance. However, there is opportunity to minimise impacts on the qualifying features of the designation through careful design and adherence to best practice during construction allowing adherence to planning policy.	High potential for constraint in some areas given the presence of a designated site of national significance. However, there is opportunity to minimise impacts on the qualifying features of the designation through careful design and adherence to best practice during construction allowing adherence to planning policy.	High potential for constraint in some areas in relation to being routed through areas of European and national designations which may preclude adherence to planning policy.	High potential for constraint in some areas given the presence of a designated site of national significance. However, there is opportunity to minimise impacts on the qualifying features of the designation through careful design and adherence to best practice during construction allowing adherence to planning policy.	High potential for constraint in some areas given the presence of a designated site of national significance. However, there is opportunity to minimise impacts on the qualifying features of the designation through careful design and adherence to best practice during construction allowing adherence to planning policy.	
	Proposals	This route would pass through the proposed boundary of Armadale wind farm, for which this connection is required, but would be routed away from the proposed wind turbine locations and would unlikely be constrained by this development.	As per Route Option 1a.	As per Route Option 1a.	This route would be constrained by infrastructure which is either constructed, consented or proposed within the vicinity of the route and which would need to be factored into the design at alignment stage.	As per Route Option 1a.	As per Route Option 1a.	
Engineering	Infrastructure Crossings	Major Crossings (132kV, 275kV, Rail, 200+m wide river, navigable canal, gas or hydro pipeline)	No major crossings	No major crossings	No major crossings	Potential to cross the proposed double circuit 132 kV OHL from Strathy Wood to Connagill depending on proposed alignment.	In close proximity to existing Strathy North Trident 'H' wood pole 132kV OHL. However, crossing can be avoided at the alignment stage.	No major crossings
		Road Crossings	5 Access Track Crossings	4 Access Track Crossings	5 Access Track Crossings	5 Access Track Crossings	4 Access Track Crossings	4 Access Track Crossings
	Environmental Design	Elevation >200m AOD	The altitude along all routes remains below 200 m AOD	The altitude along all routes remains below 200 m AOD	The altitude along all routes remains below 200 m AOD.	The altitude along all routes remains below 200m AOD.	The altitude along all routes remains below 200m AOD.	The altitude along all routes remains below 200m AOD.
		Contaminated land	There is no known risk of contaminated land identified within the route.	There is no known risk of contaminated land identified within the route.	There is no known risk of contaminated land identified within the route.	There is no known risk of contaminated land identified within the route.	There is no known risk of contaminated land identified within the route.	There is no known risk of contaminated land identified within the route.
		Flooding	Potential crossing within a small flood zone of the Allt Beag south of Armadale. Passes Lochan Dubh, increasing flood risk. Crosses the Armadale Burn and River Strathy perpendicularly, so low risk.	Crosses Armadale Burn and River Strathy perpendicularly, so low risk.	Potential crossing within a small flood zone of Allt Beag south of Armadale. Passes Lochan Dubh, increasing flood risk. Follows the River Strathy for approximately 1.9 km in total, crossing a flood risk area. Crosses the Armadale Burn perpendicularly, so low risk.	Crosses the River Strathy perpendicular so is not greatly exposed to the flooding risk	Passes three lochans east of Strathy Forest. Passes Loch nam Breac Mor, increasing flood risk. Crosses Armadale Burn and River Strathy perpendicularly, so low risk. Follows the River Strathy outside the flood zone for approximately 2.8km.	Follows the River Strathy for approximately 1.4 km, outside flood risk area. Crosses Armadale Burn and River Strathy perpendicularly, so low risk.
	Ground Conditions	Terrain	All routes have gradients below 40% however are not flat and gently undulated so are therefore classified as Amber	All routes have gradients below 40% however are not flat and gently undulated so are therefore classified as Amber	All routes have gradients below 40% however are not flat and gently undulated so are therefore classified as Amber	All routes have gradients below 40% however are not flat and gently undulated so are therefore classified as Amber	All routes have gradients below 40% however are not flat and gently undulated so are therefore classified as Amber	All routes have gradients below 40% however are not flat and gently undulated so are therefore classified as Amber
		Peatland	A significant proportion of all route pass through areas of peatland	A significant proportion of all route pass through areas of peatland	A significant proportion of all route pass through areas of peatland	A significant proportion of all route pass through areas of peatland	A significant proportion of all route pass through areas of peatland	A significant proportion of all route pass through areas of peatland
	Construction / Maintenance	Access	Limited access through much of route	Limited access through much of route	Majority of route follows A836 and existing Strathy North wind farm access track	Limited access through much of route	Designated red as it follows a very similar route to Option 3A however cuts through Strathy Forest rather than going around the area already felled.	Limited access through much of route
		Angle Structures	Estimated 7 Nos	Estimated 6 Nos	Estimated 9 Nos	Estimated 15 Nos	Estimated 6 Nos	Estimated 7 Nos
	Proximity	Clearance Distance	2 properties within 250 m, 0 properties within 100 m	0 properties within 250 m, 0 properties within 100 m	4 properties within 250 m, 0 properties within 100 m	3 properties within 250 m, 0 properties within 100 m	0 properties within 250 m, 0 properties within 100 m	0 properties within 250 m, 0 properties within 100 m
Proximity to Windfarms		Heads north away from Armadale wind farm	Heads east away from Armadale wind farm.	Heads north away from Armadale wind farm	Heads southeast along edge of Armadale wind farm, and also borders Strathy North wind farm.	Heads southeast away from Armadale wind farm.	Heads east away from Armadale wind farm.	

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		<b>Communication Masts</b>	No communication masts along the route	No communication masts along the route	One communication mast off A836	No communication masts along the route	No communication masts along the route	No communication masts along the route	
		<b>Urban Environments</b>	No urban environments within the route	No urban environments within the route	No urban environments within the route	No urban environments within the route	No urban environments within the route	No urban environments within the route	
		<b>Metallic Pipes</b>	No known pipelines within the route	No known pipelines within the route	No known pipelines within the route	No known pipelines within the route	No known pipelines within the route	No known pipelines within the route	
	<b>Cost</b>	<b>Capital</b>	<b>Construction, Diversions, Public Road Improvements, Felling, Land Assembly and Consent Mitigations</b>	Comparable with Route Option 1b and 4.	Comparable with Route Option 1a and 4.	Additional length and crossings.	Least optimal due to additional length.	Additional felling requirements.	Comparable with Route Option 1a and 1b.
		<b>Operational</b>	<b>Inspections and Maintenance</b>	Comparable with all other route options.	Comparable with all other route options.	Comparable with all other route options.	Comparable with all other route options.	Comparable with all other route options.	Comparable with all other route options.