Appendix 1: Summary RAG Table

	Category	Sub-Topic	Route Option 'A' Rating	Route Option 'A1' Rating	Route Option 'A2' Rating	Route Option 'B' Rating	Route Option 'C' Rating
Environmental	Natural Heritage	Designations	Crosses the River Spey and its tributaries which are designated as a SAC and SSSI. Areas of Ancient Woodland are present	Crosses the River Spey and its tributaries which are designated as a SAC and SSSI. Areas of Ancient Woodland are present.	Crosses the River Spey and its tributaries which are designated as a SAC and SSSI. Areas of Ancient Woodland are present.	Crosses the River Spey and its tributaries which are designated as a SAC and SSSI. Areas of Ancient Woodland are present.	Crosses the River Spey and its tributaries (including the River Fiddich) which are designated as a SAC and SSSI. Areas of Ancient Woodland are present.
		Protected Species	Abundant woodland and riparian zones which provide habitat for protected species are present along the route, although opportunities to avoid.	Abundant woodland and riparian zones which provide habitat for protected species are present along the route, although opportunities to avoid.	Abundant woodland and riparian zones which provide habitat for protected species are present along the route, although opportunities to avoid.	Abundant woodland and riparian zones which provide habitat for protected species are present along the route, although opportunities to avoid in some, but not all cases.	Abundant woodland and riparian zones which provide habitat for protected species are present along the route, although opportunities to avoid in some, but not all cases.
		Habitats	Anticipated that potential effects to habitats could be minimised along this route at the alignment stage.	Anticipated that potential effects to habitats could be minimised along this route at the alignment stage.	Annex 1 habitats are present in the area to north-west of Ardcanny Wood along the route.	While some of the potential effects along this route could be minimised the crossing of the Spey Valley, River Fiddich and A95 would likely require some felling.	While some of the potential effects along this route could be minimised the crossing of the Spey Valley, River Fiddich and A95 would likely require some felling.
		Ornithology	There is potential for the loss of small areas of woodland, scrub and habitat which supports breeding birds along the route.	There is potential for the loss of small areas of woodland, scrub and habitat which supports breeding birds along the route.	There is potential for the loss of small areas of woodland, scrub and habitat which supports breeding birds along the route.	There is potential for the loss of small areas of woodland, scrub and habitat which supports breeding birds along the route.	There is potential for the loss of small areas of woodland, scrub and habitat which supports breeding birds along the route.
		Geology, Hydrology and Hydrogeology	Located within the mapped floodplain of the River Spey for approximately 5 km. Elsewhere along the route a Medium probability of flood extents are shown to bound watercourses. DWPAs and Class 1, 3 and 5 peatlands have also been identified.	Located within the mapped floodplain of the River Spey for approximately 4 km. Elsewhere along the route a Medium probability of flood extents are shown to bound watercourses. DWPAs and Class 1, 3 and 5 peatlands have also been identified along the route.	Located within the mapped floodplain of the River Spey for approximately 4 km. Elsewhere along the route a Medium probability of flood extents are shown to bound watercourses. DWPAs and Class 1, 3 and 5 peatlands have also been identified along the route.	Located within the mapped floodplain of the River Spey for approximately 600 m. Elsewhere along the route a Medium probability of flood extents are shown to bound watercourses. DWPAs and Class 1, 3 and 5 peatlands have also been identified along the route.	Located within the mapped floodplain of the River Spey for approximately 300 m. Elsewhere along the route a Medium probability of flood extents are shown to bound watercourses. DWPAs and Class 1, 3 and 5 peatlands have also been identified along the route.
	Cultural Heritage	Designations	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 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 impact on the setting of the Category A Listed Building (Drummuir Castle).
		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 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 direct impacts on the regionally important HER Site (Towiemore cropmark (NJ34NE0005)), other HER sites of local importance, and a non inventory designed landscape.
	People	Proximity to Dwellings	Potential pinch point around the A941 crossing, the Auchroisk Distillery, and the Craighead and Stoneyton area off the B9103, however likely to be opportunities to avoid encroaching in close proximity to dwellings and buildings.	Potential pinch point around the A941 crossing,, the Auchroisk Distillery, and the Craighead and Stoneyton area off the B9103, however likely to be opportunities to avoid encroaching in close proximity to dwellings and buildings.	Potential pinch point around the A941 crossing, , the Auchroisk Distillery, and the Craighead and Stoneyton area off the B9103, however likely to be opportunities to avoid encroaching in close proximity to dwellings and buildings.	Potential pinch point around the Macallan Distillery, Craigellachie and Speyside Cooperage Visitor Centre whereby opportunities to avoid encroaching in close proximity to dwellings and buildings appear to be limited.	Potential pinch point around Braehead and Craigellachie whereby opportunities to avoid encroaching in close proximity to dwellings and buildings appear to be limited.

	Category	Sub-Topic	Route Option 'A' Rating	Route Option 'A1' Rating	Route Option 'A2' Rating	Route Option 'B' Rating	Route Option 'C' Rating
	Landscape and Visual	Designations	The route passes through the Spey Valley AGLV and CSLA.	The route passes through the Spey Valley AGLV and CSLA.	The route passes through the Spey Valley AGLV and CSLA.	The route passes through the Spey Valley AGLV and CSLA.	The route passes through the Spey Valley AGLV and CSLA.
		Character	This is a landscape that broadly speaking can accommodate this type of development assuming an appropriate alignment can be achieved.	This is a landscape that broadly speaking can accommodate this type of development assuming an appropriate alignment can be achieved.	This is a landscape that broadly speaking can accommodate this type of development assuming an appropriate alignment can be achieved.	This is a landscape that broadly speaking can accommodate this type of development assuming an appropriate alignment can be achieved.	This is a landscape that broadly speaking can accommodate this type of development assuming an appropriate alignment can be achieved.
		Visual	Potential for visual effects (e.g. from buildings, roads, recreational routes and outdoor sites) but anticipated that these could be minimised through consideration and careful siting at the alignment stage.	Potential for visual effects (e.g. from buildings, roads, recreational routes and outdoor sites) but anticipated that these could be minimised through consideration and careful siting at the alignment stage.	Potential for visual effects (e.g. from buildings, roads, recreational routes and outdoor sites) but anticipated that these could be minimised through consideration and careful siting at the alignment stage.	Potential for visual effects (e.g. from buildings, roads, recreational routes and outdoor sites) but anticipated that these could be minimised through consideration and careful siting at the alignment stage.	Potential for visual effects (e.g. from buildings, roads, recreational routes and outdoor sites) but anticipated that these could be minimised through consideration and careful siting at the alignment stage.
	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 productive forest, although such effects could be minimised through appropriate alignment.	Potential for effects on productive forest, although such effects could be minimised through appropriate alignment.	Potential for effects on productive forest, although such effects could be minimised through appropriate alignment.	It is anticipated that felling Danderleith Wood on the eastern slopes of the Spey Valley would likely require a high percentage of the woodland to be removed.	Potential for effects on productive forest, although such effects could be minimised through appropriate alignment (if not potential for RAG rating to increase).
		Recreation	The route has the potential to interact with a number of important recreational assets although opportunities to minimise impacts exists.	The route has the potential to interact with a number of important recreational assets although opportunities to minimise impacts exists.	The route has the potential to interact with a number of important recreational assets although opportunities to minimise impacts exists.	The route has the potential to interact with a number of important recreational assets although opportunities to minimise impacts exists.	The route has the potential to interact with a number of important 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.	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.
		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.
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	18 (<200 %)	16 (<200 %)	15 (least)	22 (<200 %)	22 (<200%)
	Environmental Design	Elevation >200m AOD	>25 %	10 - 25 %	10 - 25 %	>25 %	>25 %
		Pollution Areas	Pollution is not considered as part of the route selection process.				
		Flooding	2-5 % of option length with > 80 % of route width	2-5 % of option length with > 80 % of route width	2-5 % of option length with > 80 % of route width	2-5 % of option length with > 80 % of route width	2-5 % of option length with > 80 % of route width

	Category	Sub-Topic	Route Option 'A' Rating	Route Option 'A1' Rating	Route Option 'A2' Rating	Route Option 'B' Rating	Route Option 'C' Rating
	Ground Conditions	Terrain	Terrain: Varied, rolling & undulating with some steep sections Slopes: > 50% (isolated) Cliffs: Yes Pinch points: 1	Terrain: Steep / mountainous with open area Slopes: > 50 % Cliffs: Yes Pinch points: 3	Terrain: Varied, rolling & undulating with steep sections Slopes: > 50 % Cliffs: Yes Pinch points: 3	Terrain: Steep / mountainous with open area Slopes: > 50% Cliffs: Yes Pinch points: 3	Terrain – Mountainous / steep also open & rolling Slopes: > 50% Cliffs: No Pinch points: 3
		Peat	5-20 % of option length with >50% of width through peat	5-20 % of option length with >50% of width through peat	5-20 % of option length with >50% of width through peat	5-20 % of option length with >50% of width through peat	5-20 % of option 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 along route, however limited in some sections. Public roads within 1 km of majority of route.	Existing network of tracks along route, however limited in some sections. Public roads within 1 km of majority of route.	Existing network of tracks to farms/Wind Farms present. Public roads within 1 km of majority of route.	Existing network of tracks along route, however, limited in some sections. Majority of route within 1 km of public roads but some sections route is more than 1 km.
		Angle Towers	2	2	2	2	2
	Proximity	Clearance Distance	100 - 150m clearance available throughout route	100 - 150m clearance available throughout route	100 - 150m clearance available throughout route	Less than 100 m clearance available on route.	100 - 150m clearance available along this route.
		Proximity to Windfarms	Rothes III (planning) < 750 m clearance	Rothes III (planning) < 750 m clearance	Rothes III (planning) < 750 m clearance	Bodinfinnoch (scoping) < 750 m clearance. Hill of Towie I (built) 750 – 1000 m clearance. Rothes III (planning) < 750 m clearance	Hill of Towie I (built) 750 – 1000 m clearance. Hill of Towie II (planning) < 750 m clearance. Rothes III (planning) < 750 m clearance
		Urban Environments	Rothes <10 %.	Rothes <10 %.	Rothes <10 %.	Craigellachie (north) <10 %.	Craigellachie (south)
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 construction constraints remain.	Use of a trident wood pole solution reduces cost when compared to other technologies. However other construction constraints remain.	Use of a trident wood pole solution reduces cost when compared to other technologies. However other construction constraints remain.	Use of a trident wood pole solution reduces cost when compared to other technologies. However other construction constraints remain.	Use of a trident wood pole solution reduces cost when compared to other technologies. However other construction constraints remain.
	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.	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.	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.	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.	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.