

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.

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	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	Designations	The route passes through the	The route passes through the Spey	The route passes through the Spey	The route passes through the Spey	The route passes through the Spey
	Visual		Spey Valley AGLV and CSLA.	Valley AGLV and CSLA.	Valley AGLV and CSLA.	Valley AGLV and CSLA.	Valley AGLV and CSLA.
		Character	This is a landscape that broadly	This is a landscape that broadly	This is a landscape that broadly	This is a landscape that broadly	This is a landscape that broadly
			speaking can accommodate this	speaking can accommodate this	speaking can accommodate this	speaking can accommodate this	speaking can accommodate this
			type of development assuming an	type of development assuming an	type of development assuming an	type of development assuming an	type of development assuming an
			appropriate alignment can be	appropriate alignment can be	appropriate alignment can be	appropriate alignment can be	appropriate alignment can be
		\r.	achieved.	achieved.	achieved.	achieved.	achieved.
		Visual	Potential for visual effects (e.g.	Potential for visual effects (e.g.	Potential for visual effects (e.g.	Potential for visual effects (e.g.	Potential for visual effects (e.g.
			from buildings, roads, recreational routes and outdoor	from buildings, roads, recreational	from buildings, roads, recreational	from buildings, roads, recreational	from buildings, roads, recreational
			sites) but anticipated that these	routes and outdoor sites) but anticipated that these could be	routes and outdoor sites) but anticipated that these could be	routes and outdoor sites) but anticipated that these could be	routes and outdoor sites) but anticipated that these could be
			could be minimised through	minimised through consideration	minimised through consideration	minimised through consideration	minimised through consideration
			consideration and careful siting at	and careful siting at the alignment	and careful siting at the alignment	and careful siting at the alignment	and careful siting at the alignment
			the alignment stage.	stage.	stage.	stage.	stage.
	Land Use		Agricultural land is not considered	Agricultural land is not considered	Agricultural land is not considered	Agricultural land is not considered	Agricultural land is not considered
	Lana OSC	Agriculture	particularly sensitive or fertile.	particularly sensitive or fertile.	particularly sensitive or fertile.	particularly sensitive or fertile.	particularly sensitive or fertile.
			Potential for effects on	Potential for effects on productive	Potential for effects on productive	It is anticipated that felling	Potential for effects on productive
			productive forest, although such	forest, although such effects could	forest, although such effects could	Danderleith Wood on the eastern	forest, although such effects could
		Forestry	effects could be minimised	be minimised through appropriate	be minimised through appropriate	slopes of the Spey Valley would	be minimised through appropriate
		-	through appropriate alignment.	alignment.	alignment.	likely require a high percentage of	alignment (if not potential for RAG
						the woodland to be removed.	rating to increase).
		Recreation	The route has the potential to	The route has the potential to	The route has the potential to	The route has the potential to	The route has the potential to
			interact with a number of	interact with a number of	interact with a number of	interact with a number of	interact with a number of
			important recreational assets	important recreational assets	important recreational assets	important recreational assets	important recreational assets
			although opportunities to	although opportunities to minimise	although opportunities to minimise	although opportunities to minimise	although opportunities to minimise
			minimise impacts exists.	impacts exists.	impacts exists.	impacts exists.	impacts exists.
	Planning	Policy	Opportunities exist to minimise	Opportunities exist to minimise	Opportunities exist to minimise	High potential for constraint in	High potential for constraint in
			potential impacts and therefore	potential impacts and therefore	potential impacts and therefore	some areas may preclude	some areas may preclude
			allow adherence with planning	allow adherence with planning	allow adherence with planning	adherence to planning policy.	adherence to planning policy.
			policy.	No notable planning proposals	No natable planning proposals	No matable planning proposals	No notable alemaine avenuele
		Proposals	No notable planning proposals within the vicinity of the route	within the vicinity of the route	No notable planning proposals within the vicinity of the route	No notable planning proposals within the vicinity of the route	No notable planning proposals 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.
B L	Infrastructure	Major Crossings	> 2 Major Crossings	> 2 Major Crossings	> 2 Major Crossings	> 2 Major Crossings	> 2 Major Crossings
Engineering	Crossings	(132kV, 275kV, Rail,	- 1 major eressinge	T I major eressings	1 1 Major Brossings	T I major eressinge	- Emajor erossings
gine	0.03383	200+m wide river,					
Eng		navigable canal, gas					
		or hydro pipeline)					
			18	16	15	22	22
		Road Crossings	(<200 %)	(<200 %)	(least)	(<200 %)	(<200%)
		Elevation >200m AOD	>25 %	10 - 25 %	10 - 25 %	>25 %	>25 %
		Pollution Areas	Pollution is not considered as part	of the route selection process			
			2-5 % of option length with > 80	2-5 % of option length with > 80 %	2-5 % of option length with > 80 %	2-5 % of option length with > 80 %	2-5 % of option length with > 80 %
		Flooding	% of route width	of route width	of route width	of route width	of route width
				3.10000		3	3

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	Ground		Terrain: Varied, rolling &	Terrain: Steep / mountainous with	Terrain: Varied, rolling &	Terrain:	Terrain – Mountainous / steep also
	Conditions	Terrain	undulating with some steep	open area	undulating with steep sections	Steep / mountainous with open	open & rolling
			sections	Slopes: > 50 %	Slopes: > 50 %	area	Slopes: > 50%
			Slopes: > 50% (isolated)	Cliffs: Yes	Cliffs: Yes	Slopes: > 50%	Cliffs: No
			Cliffs: Yes	Pinch points: 3	Pinch points: 3	Cliffs: Yes	Pinch points: 3
			Pinch points: 1			Pinch points: 3	
		Peat	5-20 % of option length with	5-20 % of option length with >50%	5-20 % of option length with >50%	5-20 % of option length with >50%	5-20 % of option length with >50%
			>50% of width through peat	of width through peat	of width through peat	of width through peat	of width through peat
	Construction /		Existing network of tracks	Existing network of tracks along	Existing network of tracks along	Existing network of tracks to	Existing network of tracks along
	Maintenance		present. Public roads within 1 km	route, however limited in some	route, however limited in some	farms/Wind Farms present.	route, however, limited in some
		Access	of majority of route.	sections. Public roads within 1 km	sections. Public roads within 1 km	Public roads within 1 km of	sections. Majority of route within 1
				of majority of route.	of majority of route.	majority of route.	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	100 - 150m clearance available	100 - 150m clearance available	Less than 100 m clearance	100 - 150m clearance available
			throughout route	throughout route	throughout route	available on route.	along this route.
			Rothes III (planning) < 750 m	Rothes III (planning) < 750 m	Rothes III (planning) < 750 m	Bodinfinnoch (scoping) < 750 m	Hill of Towie I (built) 750 – 1000 m
			clearance	clearance	clearance	clearance.	clearance.
		Proximity to				Hill of Towie I (built) 750 – 1000 m	Hill of Towie II (planning) < 750 m
		Windfarms				clearance.	clearance.
						Rothes III (planning) < 750 m	Rothes III (planning) < 750 m
		11.1	D. II	Pathas 400/	Pathas 40.0/	clearance	clearance
+5	0 11 1	Urban Environments	Rothes <10 %.	Rothes <10 %.	Rothes <10 %.	Craigellachie (north) <10 %.	Craigellachie (south)
Cost	Capital	Construction,	Use of a trident wood pole	Use of a trident wood pole solution	Use of a trident wood pole solution	Use of a trident wood pole solution	Use of a trident wood pole solution
		Diversions, Public	solution reduces cost when	reduces cost when compared to	reduces cost when compared to	reduces cost when compared to	reduces cost when compared to
		Road Improvements,	compared to other technologies.	other technologies. However other	other technologies. However other	other technologies. However other	other technologies. However other
		Felling, Land	However other construction	construction constraints remain.	construction constraints remain.	construction constraints remain.	construction constraints remain.
		Assembly and	constraints remain.				
		Consent Mitigations					
	Operational		Compared to other overhead line	Compared to other overhead line	Compared to other overhead line	Compared to other overhead line	Compared to other overhead line
		l	technologies a single circuit OHL	technologies a single circuit OHL	technologies a single circuit OHL	technologies a single circuit OHL	technologies a single circuit OHL
		Inspections and	supported on a trident wood pole	supported on a trident wood pole	supported on a trident wood pole	supported on a trident wood pole	supported on a trident wood pole
		Maintenance	is relatively straight forward	is relatively straight forward	is relatively straight forward	is relatively straight forward	is relatively straight forward
			technology to inspect and	technology to inspect and	technology to inspect and	technology to inspect and	technology to inspect and
			maintain.	maintain.	maintain.	maintain.	maintain.

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