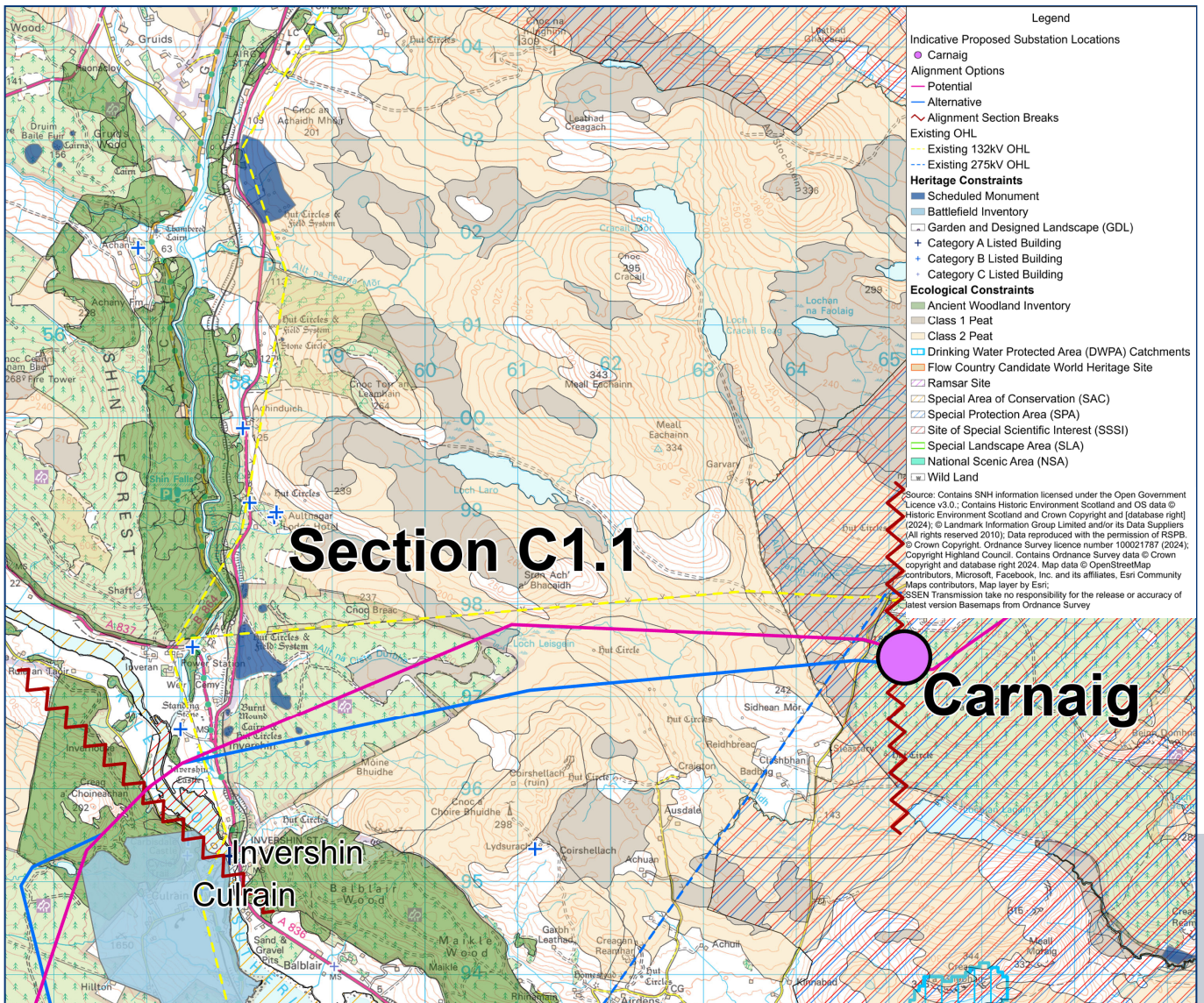


Section C1.1

Section C: Loch Buidhe to Dounie



Section C1.1: Loch Buidhe to Dounie

The key environmental, engineering and cost considerations which differentiate between the Potential and Alternative alignments include:



Environmental

- Potential Alignment C1.1 is least environmentally constrained.
- Alternative Alignment C1.1 is considered to have greater potential for impact on scheduled monument (SM5470 - Invershin Farm, settlement and burnt mound).
- Alternative Alignment C1.1 passes through a greater area of commercial forestry.
- Potential Alignment C1.1 passes through an area of Class 1 Peatland.
- Both alignment options pass through peat which may increase complexity of earthworks required to install towers and accesses.
- From a flooding perspective, both alignment options cross the river and coastal flood plain at the Kyle of Sutherland.

Engineering

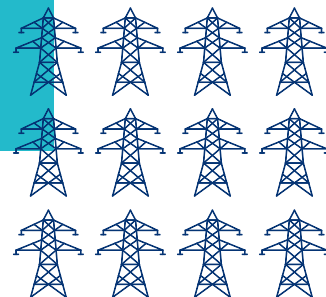
- Both alignment options cross the existing 275kV and 132kV overhead lines, forestry, railway and an A road.
- Potential Alignment C1.1 avoids the proposed Balblair Wind Farm development and routes through a break in the trees reducing felling requirements.
- From a terrain perspective, Potential Alignment C1.1 is marginally beneficial as the alignment would route along an existing valley, whereas Alternative Alignment C1.1 would climb in elevation.

Cost

- Both alignment options are estimated to be within 120% of the lowest capital cost option, so both options are considered acceptable from a capital cost perspective.

Conclusion

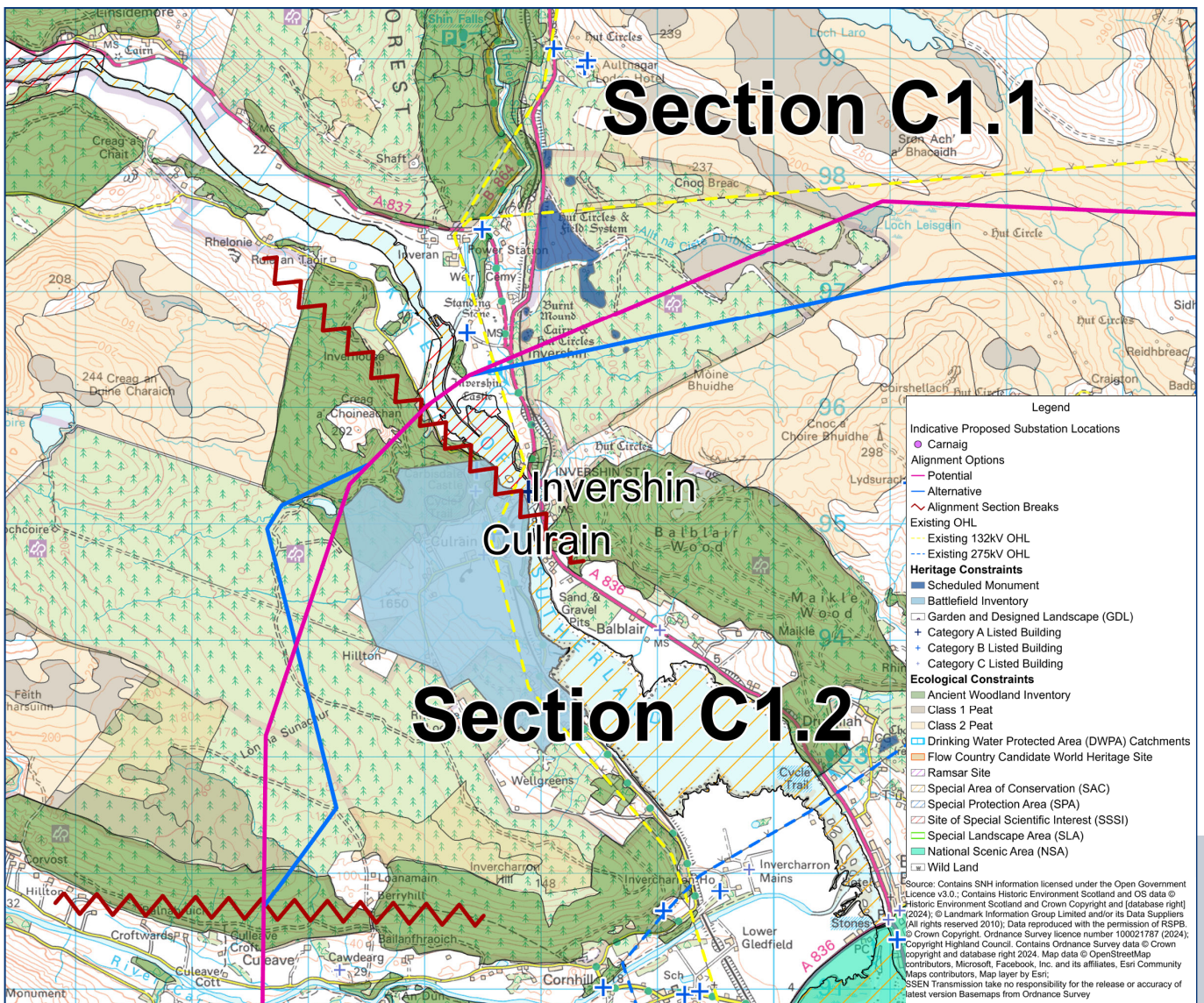
Potential Alignment C1.1 has been selected as on balance it is the least constrained option from both an environmental and engineering. Both options were considered equally acceptable from a cost perspective.





Section C1.2

Section C: Loch Buidhe to Dounie



Section C1.2: Loch Buidhe to Dounie

The key environmental, engineering and cost considerations which differentiate between the Potential and Alternative alignments include:



Environmental

- Alternative Alignment C1.2 is marginally preferred environmentally.
- Both alignment options pass adjacent to Carbisdale Battlefield but Alternative Alignment C1.2 passes further west and reduces the potential to impact the setting of this registered battlefield.

Cost

- Both alignment options are estimated to be within 120% of the lowest capital cost option, so both options are considered acceptable from a capital cost perspective.

Engineering

- From an engineering perspective, Potential Alignment C1.2 is least constrained.
- Both alignment options cross a number of forestry access tracks.
- Alternative Alignment C1.2 requires a steep climb from Invershin up onto the Carbisdale hillsides leading to large cross slopes.
- Alternative Alignment C1.2 oversails a holiday property.

Conclusion

Potential Alignment C1.2 has been selected as on balance it is the least constrained option from an engineering perspective. The Alternative Alignment C1.2 is marginally less environmentally constrained and both options were considered equally acceptable from a cost perspective.

