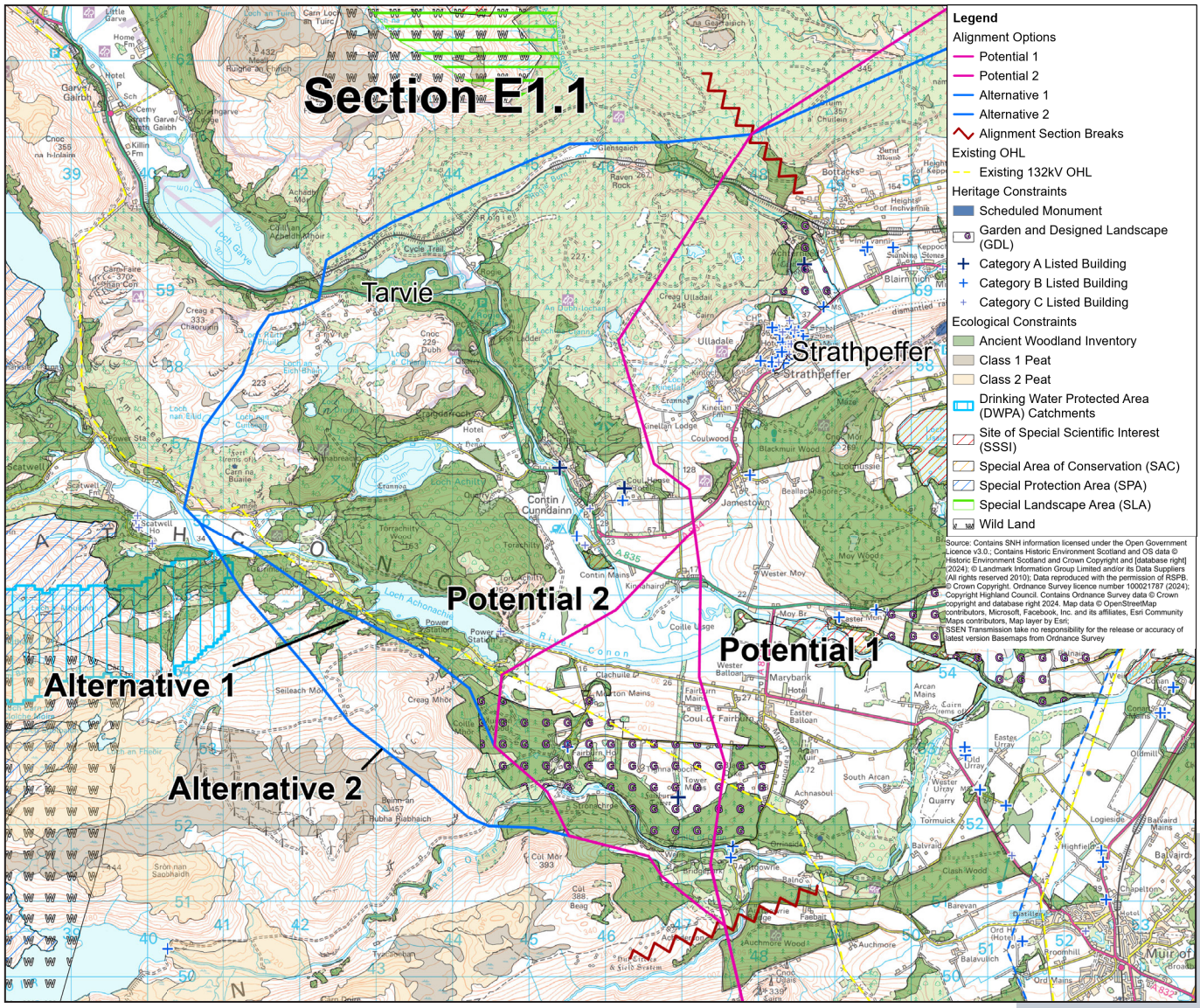
Scottish & Southern Electricity Networks

TRANSMISSION

Section E1.1

Section E: Near Strathpeffer to Beauly



Scottish & Southern Electricity Networks

TRANSMISSION

Section E1.1: Near Strathpeffer to Beauly

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

Environmental

- E1.1 Potential Alignment 1 is least environmentally constrained.
- All alignment options pass through areas of ancient woodland with E1.1 Alternative Alignment 1 passing through a greater extent.
- E1.1 Alternative Alignment 1 and 2 are likely to result in a greater loss of sensitive habitat due to access requirements and the greater length.
- E1.1 Alternative Alignments 1 and 2 are likely to present a greater risk to birds due to the increased length and greater potential for collision and barrier effects and closer proximity to the Glen Affric to Strath Conon SPA.
- All alignment options except for E1.1 Alternative Alignment 2 pass through Fairburn Castle Garden and Designed landscape (GDL). E1.1 Alternative Alignment 2 avoids this but would be visible on the hillside to the south.
- E1.1 Potential Alignment 1 would result in setting impacts on the Category A listed Fairburn Tower.
- E1.1 Potential Alignment 1 passes close to more densely populated areas (Contin and Strathpeffer).
- E1.1 Alternative Alignments 1 and 2 pass close to the community of Tarvie and a surface water Drinking Water Protected Area.
- E1.1 Alternative Alignments 1 and 2 are located within or adjacent to the proposed Fairburn Wind Farm Extension and Tarvie Wind Farm.
- E1.1 Potential Alignments 1 and 2 have the potential to affect prime agricultural land.

Engineering

- E1.1 Potential Alignment 2 is least constrained alignment option from an Engineering perspective.
- E1.1 Potential Alignment 2 reduces routeing through the flood zones of the River Conon and Black Water.
- All alignment options have properties in proximity to them requiring site specific noise studies.
- By routeing the E1.1 Potential Alignment 1 and 2 largely through agricultural land the ground risk is significantly lower when compared against either of the E1.1 Alternative Alignment options.
- E1.1 Potential Alignments 1 and 2 have good public roads for accesses with gentle gradients of slope compared to Alternative Alignment 1 and 2.
- Alternative Alignments 1 and 2 run through the proposed Tarvie Wind Farm and site the route on slopes with large cross slopes which may lead to difficulty in construction and accesses.
- E1.1 Alternative Alignment 1 and 2 route in remote regions and would require more significant enabling works.

Cost

- All 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

E1.1 Potential Alignments 1 and 2 have been selected as on balance these are considered to be the least constrained option from an environmental perspective, and also have the least engineering constraints All options were considered acceptable from a cost perspective.

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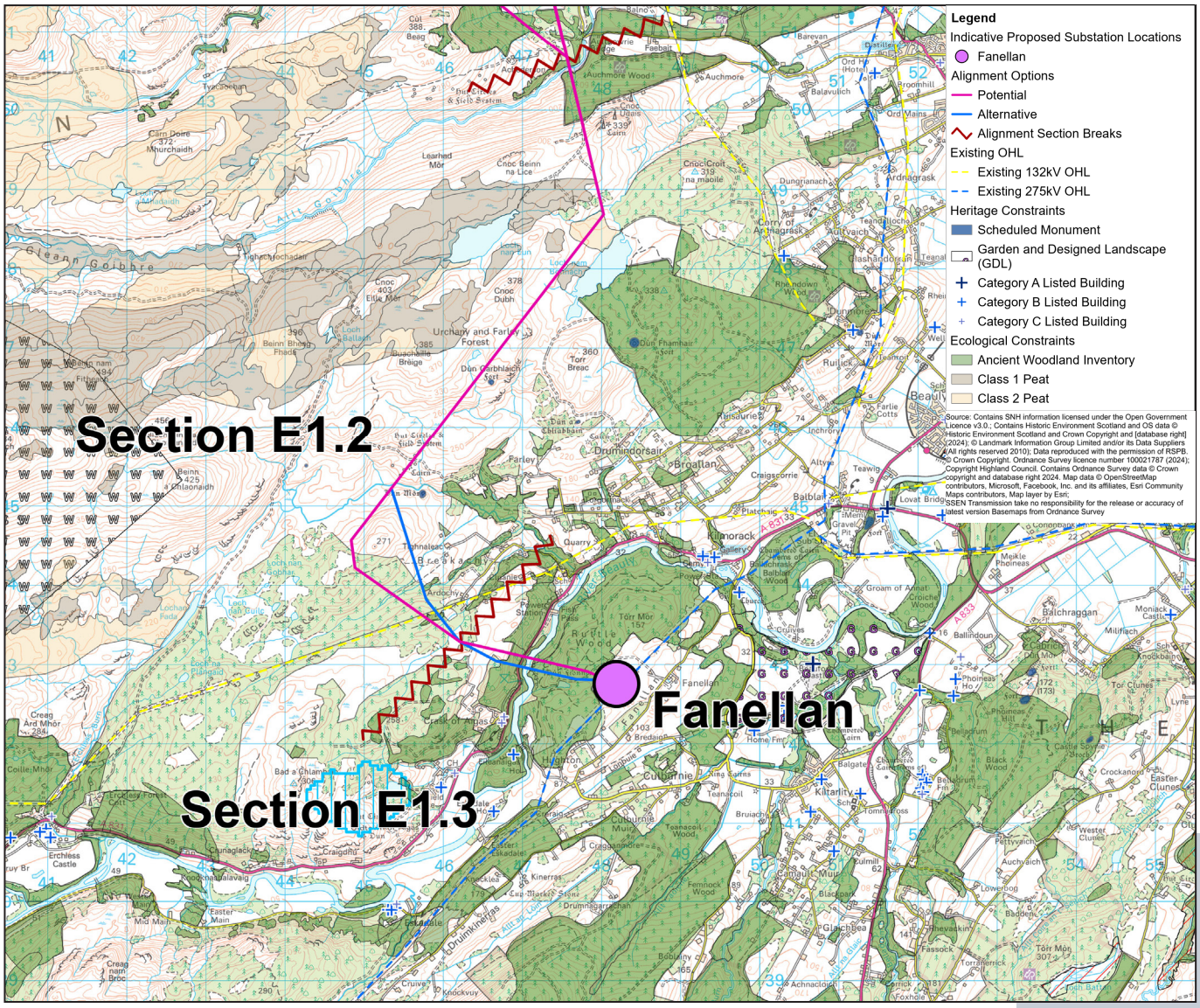
Section E1.2

Section E: Near Strathpeffer to Beauly



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Section E1.2: Near Strathpeffer to Beauly

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

Environmental

- Potential Alignment E1.2 is least environmentally constrained.
- Alternative Alignment E1.2 is closer to scheduled monument (SM5212 (Dun Fhamhair, fort) and a cluster of non-designated assets to the west of Farley.
- Alternative Alignment E1.2 would be further east and have a greater potential to compromise the view or visual amenity from properties in Torgormack and Farley.
- Alternative Alignment E1.2 passes through an additional area of Grade 2a Ancient Woodland southwest of Farley.

Engineering

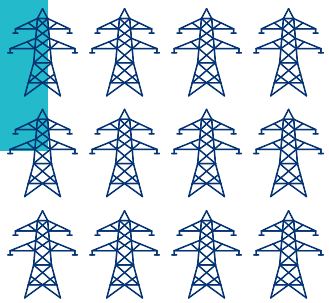
- From an engineering perspective, Alternative Alignment E1.2 is marginally less constrained. Both alignment options cover significant topographical constraints with E1.2 Potential Alignment in the area of Breakachy farm in more challenging terrain to climb round the back of Breakachy Hill. This will make access to the route more challenging.

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 E1.2 has been selected as on balance it is the least constrained option from an environmental perspective. There is a marginal engineering difference from the engineering perspective and both options were considered equally acceptable from a cost perspective.



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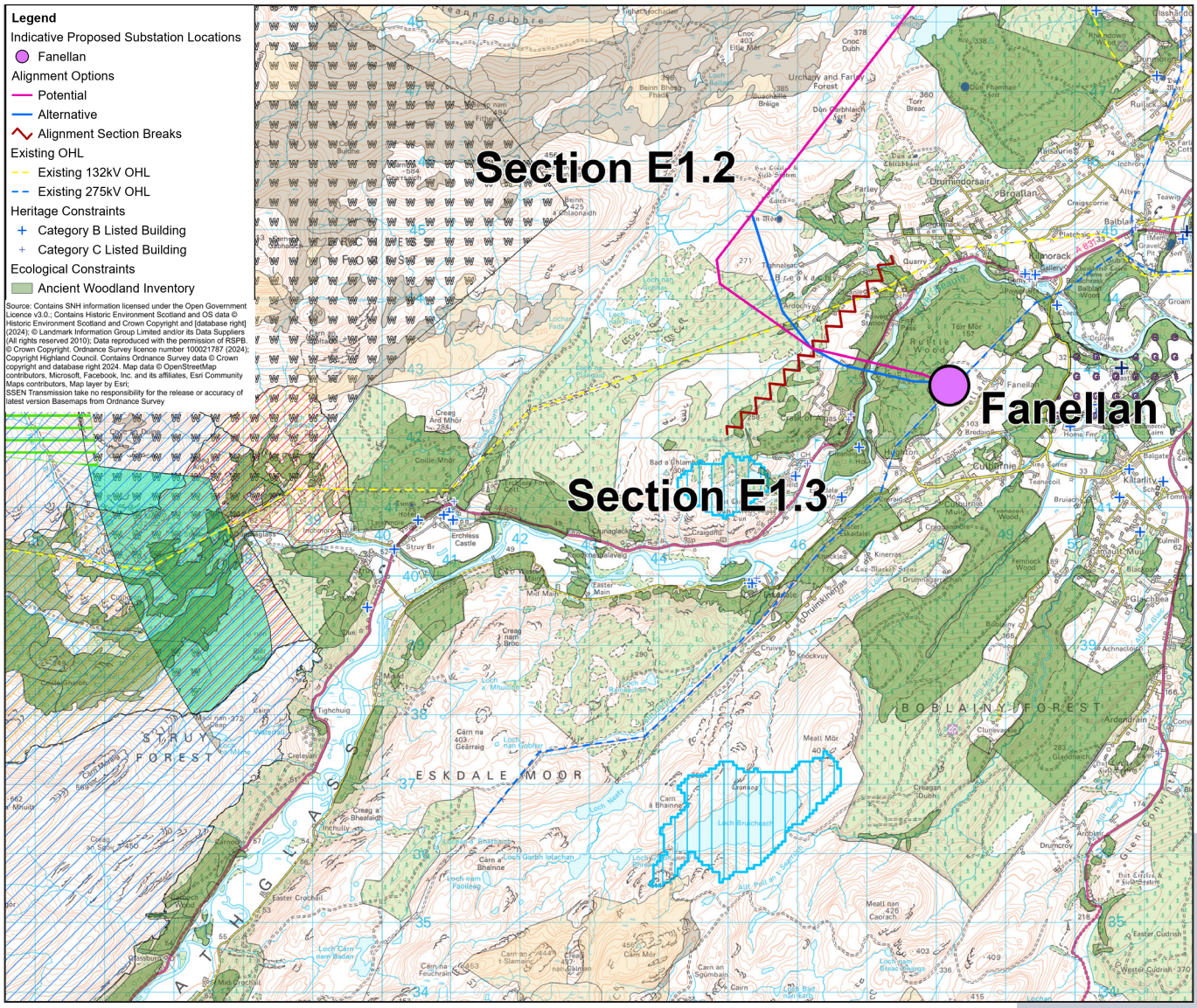
Section E1.3

Section E: Near Strathpeffer to Beauly



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TRANSMISSION

Section E1.3: Near Strathpeffer to Beauly

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

Environmental

- Potential Alignment E1.3 is considered least environmentally constrained.
- Both alignment options pass through Grade 1a/2a and 2b Ancient Woodland.
- Both alignment options may affect views from properties and core paths in Beauly and along sections of the A831.
- Alternative Alignment E1.3 oversails Dun Fionn prehistoric fort.

Engineering

- The Potential Alignment is less constrained from an engineering perspective.
- The Potential Alignment benefits from the routing of the alignment near the Crask of Aigas where it achieves a better crossing tower position as well as the topography South of the River Beauly being marginally more gradual for access and construction.
- The Potential Alignment also results in a better overhead line entry into the Fanellan Substation.

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 E1.3 has been selected as on balance it is the least constrained option from an environmental perspective and has the least engineering constraints. Both options were considered equally acceptable from a cost perspective.