

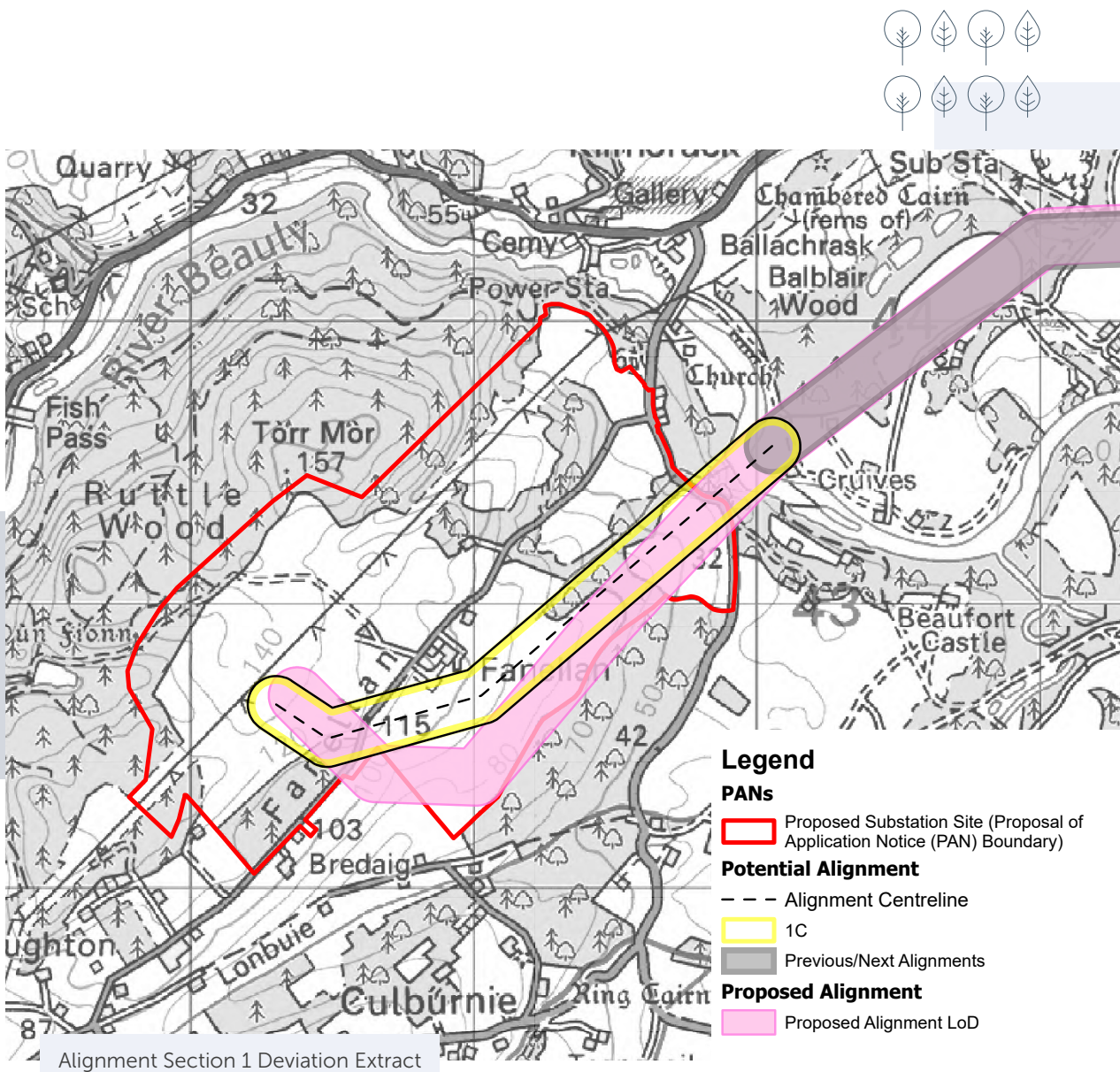
Further details of the specific changes made to the Potential Alignment in each Section are provided below.

Route Section 1 (Alignment Sections 1 and 2) – Fanellan substation to south of Beauly

Following review of consultation feedback in Alignment Section 1, we identified an alignment deviation (Alignment 1D) that takes a more southerly

route than the Potential Alignment 1C, to more closely follow field boundaries and reduce impacts to land use. Further assessment concluded that Alignment 1D was acceptable from an environmental, engineering and cost perspective in comparison to the Potential Alignment 1C. Alignment 1D sits at a lower elevation in the landscape, thus reducing landscape and visual effects. Although closer to the forest edge, tree removal will be limited. Further information is provided in the Alignment Deviations Appraisal in Appendix C.

Alignment 1D will therefore be taken forward as the Proposed Alignment for EIA and detailed design.



Within Section 2, the Potential Alignment 2B has been refined slightly at its eastern end, in order to be as close to the existing OHLs as possible.

Route Section 2 (Alignment Sections 3, 4, 5 and 6) – south of Beauly to south of Inverness

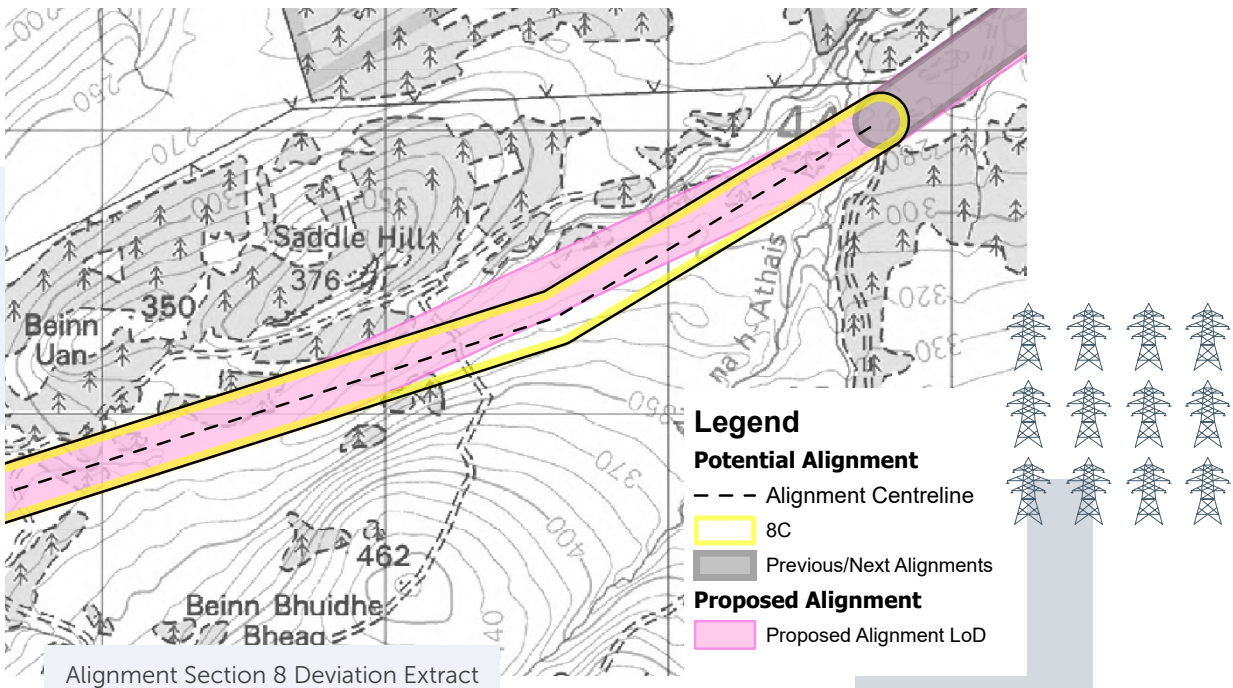
Based on consultation feedback and further assessments, we have made some small changes to the Potential Alignment in Sections 3, 4 and 5. No changes have been made to the Potential Alignment in Section 6.

Potential Alignment 3A has been refined slightly at its western end to be as close to the existing OHLs as possible.

Potential Alignment 4A has been refined slightly to reduce impacts to Canonbank wetland, to increase separation from the A862 at Easter Moniac and to accommodate landowner requests to reduce impacts to existing land use.

Potential Alignment 5E has been refined at Mam Mor to avoid impacts to emergency telecommunications links and increase separation from residential properties. Potential Alignment 5E has also been refined at its eastern end to reduce impacts to Torvean Landforms SSSI.

No changes have been made to Potential Alignment 6B.



Route Section 3 (Alignment Section 7) – A9 and River Nairn Crossing

Following review of consultation feedback and completion of further assessments, Potential Alignment 7A has been refined slightly at its eastern end to reduce impacts to the ring cairn and stone circle Scheduled Monument.

Route Section 4 (Alignment Sections 8, 9, 10 and 11) – south of Culloden to Ferness

Following review of consultation feedback in Alignment Section 8, we identified an alignment deviation (Alignment 8D) that is located slightly further north than the Potential Alignment 8C, to reduce impacts to existing land use south of Saddle Hill. Further assessment concluded that Alignment 8D was acceptable from an environmental, engineering and cost perspective in comparison to the Potential Alignment 8C. Alignment 8D sits on slightly lower ground, thus reducing the potential for visual effects slightly. The alignment also avoids some areas of deeper peat that have been identified through peat surveys in this area. Further information is provided in the Alignment Deviations Appraisal in Appendix C.

Alignment 8D will therefore be taken forward as the Proposed Alignment for EIA and detailed design.