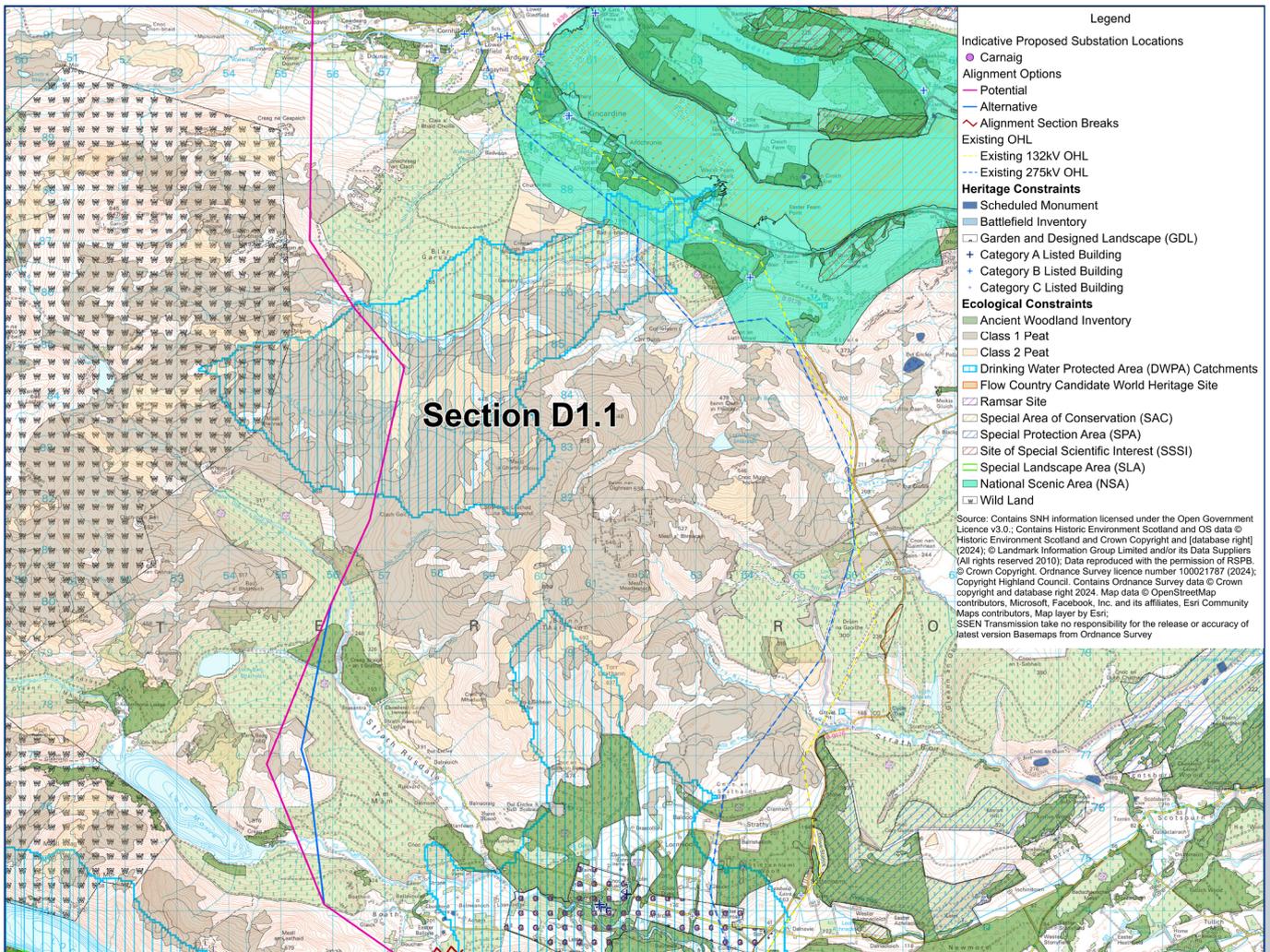


## Section D1.1

# Section D: Dounie to Near Strathpeffer



# Section D1.1: Dounie to Near Strathpeffer



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

## Environmental

- Potential Alignment D1.1 is considered least environmentally constrained.
- Potential Alignment D1.1 is likely to be slightly less visible from residential properties in and around Strathrusdale.
- Potential Alignment D1.1 would pass through a slightly larger extent of Class 1 peatland.
- It is assumed that the area of ancient woodland adjacent to Potential Alignment D1.1 can be avoided through micrositing.

## Engineering

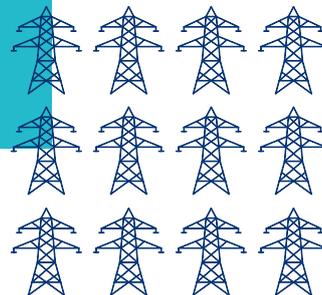
- Both alignment options pass through areas of peat.
- Alternative Alignment D1.1 routes on a hillside with possibly significant slopes opposite Braentra.

## Cost

- Both alignment options are within 120% of the lowest capital and operational cost option, and both options are considered acceptable from a cost perspective.

## Conclusion

Potential Alignment D1.1 has been selected as on balance it is the least constrained option from an environmental perspective. Both options were considered equally acceptable from a cost and engineering perspective



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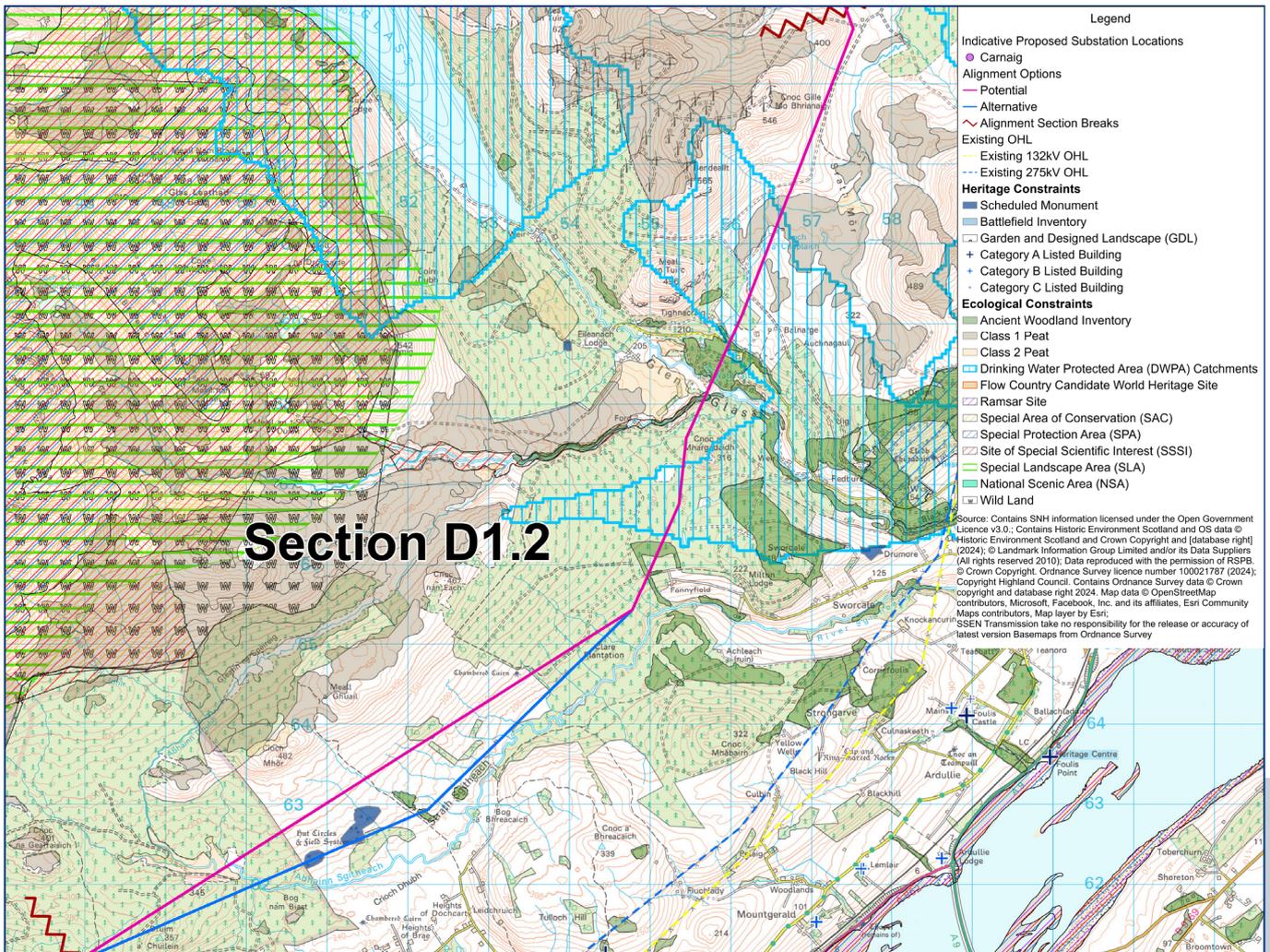
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## Section D1.2

# Section D: Dounie to Near Strathpeffer



# Section D1.2: Dounie to Near Strathpeffer



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

## Environmental

- Potential Alignment D1.2 is least environmentally constrained.
- Both alignment pass through Grade 2a and 2b Ancient Woodland. Potential Alignment D1.2 avoids an additional area of Grade 2a woodland.
- Potential Alignment D1.2 crosses localised areas of Class 1 and 2 Peatland. Alternative Alignment C1.2 avoids Class 2 Peatland.
- Alternative Alignment D1.2 oversails scheduled monuments (SM10495 - Strath Sgitheach, settlement NW of Cnoc a'Mhuilinn) and SM4728 - Firth View, settlement).
- Potential Alignment D1.2 would reduce the potential to impact the cluster of non-designated assets within the vicinity of the Alternative Alignment D1.2.

## Engineering

- Both alignment options cross the River Glass.
- Alternative Alignment D1.2 poses a greater construction challenge to navigate through scheduled monuments and other non-designated heritage assets.

## Cost

- Both alignment options are within 120% of the lowest capital and operational cost option, and both options are considered acceptable from a cost perspective.

## Conclusion

Potential Alignment D1.2 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 identified in this section.

