

**Longcroft Wind Farm Connection Project - Route Option Appraisal Table**

Proposed Glenburnie wind Farm Substation to Proposed Torfichen Sealing End Compound (SEC)						
	Route Option 1	Route Option 2	Route Option 3	Route Option 4	Comment and Preference	
<b>Route Length</b>	Approximate length of overhead line	7.46 km	7.38 km	8.64 km	9.41 km	
There are no national landscape designations in or within 3 km of the route options.						
Landscape Designations	The proposed Glenburnie Wind Farm is located in the SLA and the eastern part of Route Option 1 crosses approximately 3.7 km of the SLA.	The proposed Glenburnie Wind Farm is located in the SLA and the eastern part of Route Option 2 crosses approximately 3.3 km of the SLA.	The proposed Glenburnie Wind Farm is located in the SLA and the eastern part of Route Option 3 crosses approximately 3.3 km of the SLA.	The proposed Glenburnie Wind Farm is located in the SLA and the eastern part of Route Option 4 crosses approximately 3.3 km of the SLA.	Each route option would cross the Lammermuir Hills SLA. Because it crosses the longest section of the SLA <b>Route Option 1 is the least preferred option</b> and because they cross similar distances <b>there is no preference between Route Options 2, 3 and 4</b> .	
Landscape	NatureScot's online national Landscape Character Assessment identifies the following three landscape character types ( LCT) across the study area. The susceptibility of these LCT to a new wood pole line has been assessed and the results presented in Appendix D.				All four route options would cross approximately 2.1 km of the higher susceptibility LCT 90 Dissected Moorland Plateau of the Lammermuir Hills before crossing medium susceptibility LCT on the lower-lying farmland to the west.  On balance there is <b>no preferred route option</b> based on landscape character.	
	LCT 90 Dissected Plateau Moorland LCT 115 Upland Valley with Mixed Farmland - Borders LCT 91 Plateau Grassland - Borders	Circa 2.1 km	Circa 2.1 km	Circa 2.1 km		
	LCT 90 Dissected Plateau Moorland - higher susceptibility					
	Circa 5 km	Circa 4.9 km	Circa 6.3km	Circa 4.9 km		
Visual amenity	LCT 115 Upland Valley with Mixed Farmland - medium susceptibility				Route Option 1 would likely be visible on leaving Glenburnie Wind Farm and crossing the Lammermuir Plateau before descending into the Cleekhumin Valley and Leaderdale. The broad, open plateau, with its far-reaching, unobstructed views, offers little opportunity to screen or backdrop the wood pole line to reduce its visual effect. Sensitive routing is therefore required to avoid adverse effects on views from localised hilltops, clusters of properties (including those at Longcroft and Addinstone Lodge), and from minor roads and access tracks.	
	Circa 350 m	Circa 300 m	Circa 400 m	Circa 2.3 km		
	LCT 91 Plateau Grasslands - Borders - medium susceptibility					
	Within the Leader Valley, the landscape is more settled, and there is the potential for adverse effects on views from the residential properties and scattered farmsteads scattered across the valley floor and lower hill slopes, as well as from the larger groups at road intersections and watercourse crossings. However, local variations in topography and many small woodlands provide some opportunity to mitigate effects on views from properties, including Boghall and the Carfraemill Hotel, as well as from the local road network.	Within the Leader Valley, the landscape is more settled, and there is the potential for adverse effects on views from the residential properties and scattered farmsteads scattered across the valley floor and lower hill slopes, as well as from the larger groups at road intersections and watercourse crossings. However, local variations in topography and many small woodlands provide some opportunity to mitigate effects on views from properties, including Boghall and the Carfraemill Hotel, as well as from the local road network.	Within the Leader Valley, the landscape is more settled, and there is the potential for adverse effects on views from the residential properties and scattered farmsteads scattered across the valley floor and lower hill slopes, as well as from the larger groups at road intersections and watercourse crossings.	Within the Leader Valley, the landscape is more settled, and there is the potential for adverse effects on views from the residential properties and scattered farmsteads scattered across the valley floor and lower hill slopes, as well as from the larger groups at road intersections and watercourse crossings.		
Visual Amenity	Route Option 2 would likely be visible on leaving Glenburnie Wind Farm and crossing the Lammermuir Plateau before descending into the Cleekhumin Valley and Leaderdale. The broad, open plateau, with its far-reaching, unobstructed views, offers little opportunity to screen or backdrop the wood pole line to reduce its visual effect. Sensitive routing is therefore required to avoid adverse effects on views from localised hilltops, clusters of properties (including those at Longcroft and Addinstone Lodge), and from minor roads and access tracks.				Route Option 2 would likely be visible on leaving Glenburnie Wind Farm and crossing the Lammermuir Plateau before descending into the Cleekhumin Valley and Leaderdale. The broad, open plateau, with its far-reaching, unobstructed views, offers little opportunity to screen or backdrop the wood pole line to reduce its visual effect. Sensitive routing is therefore required to avoid adverse effects on views from localised hilltops, clusters of properties (including those at Longcroft and Addinstone Lodge), and from minor roads and access tracks.	
	Further west, as the land rises towards the Moorfoot Hills, the settlement pattern becomes more dispersed, with residential properties and farmsteads such as Burnfoot typically accompanied by small shelterbelts. These are connected by a network of tracks and minor roads. On the higher ground near the proposed Torfichen CSEC, the lack of enclosure along many road edges increases the sense of openness, making the landscape more susceptible to visual effects from the wood pole line. The cluster of holiday accommodation at Airhouses would not experience direct views of the new line, although close-range views would be available from the private access track. To avoid further visual clutter and landscape fragmentation, careful consideration must be given to the relationship between the wood pole line, the existing steel lattice tower lines, and nearby wind farm developments in the adjoining uplands, so as to minimise cumulative visual effects.	Further west, as the land rises towards the Moorfoot Hills, the settlement pattern becomes more dispersed, with residential properties and farmsteads such as Burnfoot typically accompanied by small shelterbelts. These are connected by a network of tracks and minor roads. On the higher ground near the proposed Torfichen CSEC, the lack of enclosure along many road edges increases the sense of openness, making the landscape more susceptible to visual effects from the wood pole line. The cluster of holiday accommodation at Airhouses would not experience direct views of the new line, although close-range views would be available from the private access track. To avoid further visual clutter and landscape fragmentation, careful consideration must be given to the relationship between the wood pole line, the existing steel lattice tower lines, and nearby wind farm developments in the adjoining uplands, so as to minimise cumulative visual effects.	Local variations in topography and many small woodlands provide some opportunity to mitigate effects on views from properties, including Wiselawmill, Shielfield and Shielfield Cottage, Midburn, Collielaw and Overhoden, all of which are within 150 m of this route option.	At the western end of this route option, the land rises towards the Moorfoot Hills and the settlement pattern becomes more dispersed, with few residential receptors. Close to the proposed Torfichen CSEC, the lack of enclosure along many road edges increases the sense of openness, making the landscape more susceptible to visual impacts from the wood pole line. The cluster of holiday accommodation at Airhouses would not experience direct views of the new line, although close-range views would be available from the private access track. To avoid further visual clutter and landscape fragmentation, careful consideration must be given to the relationship between the wood pole line, the existing steel lattice tower lines, and nearby wind farm developments in the adjoining uplands, so as to minimise cumulative visual effects.		
	Route Option 3 would likely be visible on leaving Glenburnie Wind Farm and crossing the Lammermuir Plateau before descending into the Cleekhumin Valley and Leaderdale. The broad, open plateau, with its far-reaching, unobstructed views, offers little opportunity to screen or backdrop the wood pole line to reduce its visual effect. Sensitive routing is therefore required to avoid adverse effects on views from localised hilltops, clusters of properties (including those at Longcroft and Addinstone Lodge), and from minor roads and access tracks.					
	Further west, as the land crosses the sloping farmland rising towards the Moorfoot Hills, there are relatively few residential receptors. However, the lack of enclosure along many road edges heightens the sense of openness, leaving the landscape more vulnerable to visual effects from the wood pole line. In the vicinity of the proposed Torfichen CSEC, the new wood pole line would be visible from the private access track serving Airhouses, although there would be no direct views from the holiday accommodation itself.					

	Residential receptors (150m trigger for consideration zone)	A total of 13 properties, either as individual dwellings or in small clusters, are located within 150 m of this route option.	A total of 4 properties, either as individual dwellings or in small clusters, are located within 150 m of this route option.	A total of 12 properties, either as individual dwellings or in small clusters, are located within 150 m of this route option.	A total of 13 properties, either as individual dwellings or in small clusters, are located within 150 m of this route option.	Although detailed route alignment could limit adverse effects, <b>Route Option 2 is the preferred option</b> because it has the potential to adversely affect fewer properties.
	Tourism and Recreation: OS promoted viewpoints (visual amenity – National Cycle Network Routes, Core Paths and long distance trails).	The closest long-distance trail to Route Option 1 is the Southern Upland Way, which runs east-west through Lauder, approximately 5.8 km to the south.  There are 5 Core Footpaths and other public rights of way within this route option. There are no promoted viewpoints or formal amenity features.  St Cuthbert's Walk is a locally promoted trail that runs north to south through this route option and connects Channellkirk Church northwest of Oxton to the Southern Upland Way in Lauder.	The closest long-distance trail to Route Option 2 is the Southern Upland Way, which runs east-west through Lauder, approximately 5.4 km to the south.  There are 4 Core Footpaths and other public rights of way within this route option. There are no promoted viewpoints or formal amenity features.  St Cuthbert's Walk is a locally promoted trail that runs north to south through this route option and connects Channellkirk Church northwest of Oxton to the Southern Upland Way in Lauder.	The closest long-distance trail to Route Option 3 is the Southern Upland Way, which runs east-west through Lauder, approximately 4.8 km to the south.  There are 5 Core Footpaths and other public rights of way within this route option. There are no promoted viewpoints or formal amenity features.  St Cuthbert's Walk is a locally promoted trail that runs north to south through this route option and connects Channellkirk Church northwest of Oxton to the Southern Upland Way in Lauder.	The closest long-distance trail to Route Option 4 is the Southern Upland Way, which runs east-west through Lauder, approximately 4.3 km to the south.  There are 5 Core Footpaths and other public rights of way within this route option. There are no promoted viewpoints or formal amenity features.  St Cuthbert's Walk is a locally promoted trail that runs north to south through this route option and connects Channellkirk Church northwest of Oxton to the Southern Upland Way in Lauder.	There is little to differentiate between the four route options and therefore, there is <b>no preferred route option</b> .
	Statutory Designated Sites Including: Site of Special Scientific Interest (SSSI) Special Area of Conservation (SAC) Special Protection Area (SPA) Ramsar Sites	Route Options 1, 2 and 3 cross the Cleekhumin Burn and the Leader Water, which, together with the Kelphope, Soonhope, and Mountmill Burns, form part of the upper River Tweed catchment. These watercourses are included within the River Tweed SAC, designated for river habitats and freshwater species such as Atlantic salmon, otter, and lamprey. While a Habitats Regulations Assessment (HRA) may be required, no significant issues are anticipated provided that no in-channel work is undertaken and an appropriate buffer is maintained along the watercourses.  The nearest SPA/Ramsar site is Fala Flow, located approximately 6 km north-west of the western end of the route. This site is designated for pink-footed goose, a qualifying species that has been recorded in the wider area. An HRA may be required as land within the route option corridor, particularly to the west, could be functionally linked to the SPA/Ramsar. Records confirm the use of nearby fields by pink-footed geese, and this potential connectivity would need to be addressed through further assessment.		Route Option 4 crosses the Leader Water, which, together with the Kelphope, Soonhope, and Mountmill Burns, forms part of the upper River Tweed catchment. These watercourses are included within the River Tweed SAC, designated for river habitats and freshwater species such as Atlantic salmon, otter, and lamprey. While a Habitats Regulations Assessment (HRA) may be required, no significant issues are anticipated provided that no in-channel works is undertaken and an appropriate buffer is maintained along the watercourses.  The nearest SPA/Ramsar site is Fala Flow, located approximately 6 km north-west of the western end of the route. This site is designated for pink-footed goose, a qualifying species that has been recorded in the wider area. An HRA may be required as land within the route option corridor, particularly to the west, could be functionally linked to the SPA/Ramsar. Records confirm the use of nearby fields by pink-footed geese, and this potential connectivity would need to be addressed through further assessment.		
		All route options unavoidably crosses the same length of the Lammermuir Important Bird and Biodiversity Area (IBA).				
	Non-Statutory Designated Sites	All route options avoid local sites of medium or low environmental value. However, their eastern end lies close to the Whaplaw Burn (lower) Local Biodiversity Site, which is located immediately to the north of the four route options that, near the proposed Glenburnie Wind Farm, are aligned. This site comprises burnsides, cleuchs, and screes supporting juniper and fern communities, as well as a priority reptile species (adder).				
	Ancient and Irreplaceable Habitat including NatureScot Priority Peatland Habitat	The closest Ancient Woodland to the route options is Airhouse Wood, located 670 m north of the western end of the route.  Class 3 peatland area is located outside of the eastern extent of the route options and the remainder of the route options are classified as mineral soil.  Heathland priority habitat is located at the eastern end of the route options.				
Biodiversity	Habitats	From aerial images, it would appear that the route options cross a combination of upland grassland and heathland, with stone-walled boundaries to the east, which grades into arable and grassland pasture fields with hedgerow boundaries to the west.  The route options cross a number of small woodland copses, including what appear to be conifer plantations.  The route options cross the Upper River Tweed catchment, Cleekhumin Burn, Trow Burn, the Clora Burn and Allers Burn.				
		Atlantic Salmon, Otter and Brook, River and Sea Lamprey:  The Leader Water, Kelphope, Cleekhumin, Soonhope and Mountmill Burns form part of the Upper River Tweed catchment area. The River Tweed that the route options cross is a designated Special Area for Conservation (SAC) for river habitats including Atlantic salmon, otter and lamprey species. Fresh water pearl mussel could also be present. Fisheries constraints, including salmonids, could exist for any works within the river and therefore HRA and European Protected Species (EPS) surveys and licencing would be required where impacts are deemed likely to the watercourses or their banks. However, no issues are likely provided there are no in-channel works and a suitable buffer can be maintained along the river.				
		Bats:  Woodlands are present along parts of the route option, so bats and their roosts are likely to be found along it at multiple locations. Any areas of woodland to be impacted would need to be subject to surveys to assess the potential for roosting bats within trees. Surveys for foraging/commuting bats may also be required where habitat may be fragmented. Although much of the woodland likely consists of commercial forestry and its typical species assemblage, bats and their roosts are protected as EPS and it is considered that EPS licencing may be required for some sections of the proposed works where roosts are likely to be impacted.				
		Birds:  Arable and grassland fields along the route options could be utilised by ground-nesting bird species such as skylark. Breeding bird surveys may be required. Woodland could also be used by species including goshawk and red kite and budlings in the area could be utilised by barn owls. Non-breeding (winter) bird species could also utilise the fields with the route options, and these fields could have connectivity with the Fala Flow SPA as outlined above. Winter bird surveys including vantage points and winter passage surveys are likely to be required.				
		Great Crested Newt:  The route lies within an area of known great crested newt distribution and ponds in the vicinity of the route could support this species. Scattered records of this species also exist in the area. Great crested newt eDNA surveys may be required dependent on habitat impacts.				
		Other:  Suitable reptile habitat is present within the route area, particularly across upland heathland habitats to the east. There are records of adder and common lizard close to the route options. Additional reptile surveys may be required dependent on the extent of suitable habitat that will be impacted by the proposals.  Red squirrel could utilise woodland areas on site. Scattered records of this species exist in the area. Any loss of woodland or mature trees would trigger the need for red squirrel surveys.  Habitats with suitability for other protected species including water vole, pine marten and badger are present on site. Records of these species also exist within 2 km of the route options. Additional surveys may be required dependent on the scale of habitat impacts.				

Archaeologically Sensitive Area (ASA)	There are no ASAs recorded in the Scottish Borders Council Historic Environment Record in or within 3km of any of the route options.			
	No scheduled monuments are recorded within the route option.  There are 22 scheduled monuments within 3 km of the route option.  Of these, the closest is the Addinston Fort (SM362), which is approximately 200 m to the north. Addinston Fort (SM362) stands on the south-eastern spur of Addinston Hill, overlooking surrounding pastureland and the Cleekhumin Burn to the south and east. Long distance views can be obtained from its prominent landscape position. Views toward potential contemporary prehistoric forts, such as to the northeast (Longcroft fort: SM372) and northwest (Hillhouse fort SM4627) are key to the setting, prompting awareness of the wider prehistoric landscape of which Addinston Fort is a part. The route option runs to the south, and although it would likely be present within views from the fort it is unlikely that it would significantly affect the appreciation of the scheduled monument's landscape (hilltop) setting. It would not disrupt sight lines to associated hillfort monuments, and would be unlikely to result in a significant impact to the scheduled monument's setting in this regard.	No scheduled monuments are recorded within the route option.  There are 23 scheduled monuments within 3 km of the route option.  Of these, the closest is the Lylestone Settlement (SM457), which is approximately 300 m to the southeast. The Lylestone Settlement (SM457) is situated on a sloping promontory on the south-western flank of Lylestone Hill, between two burns. The settlement was probably sited for utilitarian purposes, in contrast to the nearby forts which are prominently located. Views to the south are key aspects of the setting, taking in the course of the burn which borders the settlement. The route option runs to the north on the adjacent side of the hill, and would likely be screened by topography. It would not affect appreciation of the burn which borders the settlement to the south and its landscape situation. In consequence, it is unlikely that the route option would result in a potentially significant impact on the settlement's setting.	No scheduled monuments are recorded within the route option.  There are 23 scheduled monuments within 3 km of the route option.  Of these, the closest is the Overhowden Henge (SM2155), which is approximately 250 m to the southwest. The Overhowden Henge (SM2155) is situated within arable farmland on a gently sloping hillside. Since being levelled and filled in, the monument is visible only as a slight depression. The henge may be associated with an earlier cursus monument, and additionally an oval fort defined by two ramparts which are recorded in the HER approximately 75 m to its west and south respectively. It is possible that there may have designed views between the henge and cursus in particular, which would constitute a key aspect of the setting of each monument. These associations would not be affected by the route option. The wider landscape setting of the henge is similarly unlikely to be perceptible affected by the route option.	No scheduled monuments are recorded within the route option.  There are 22 scheduled monuments within 3 km of the route option.  Of these, the closest is the Lylestone Settlement (SM457), which is approximately 50 m to the southeast. The Lylestone Settlement (SM457) is situated on a sloping promontory on the south-western flank of Lylestone Hill, between two burns. The settlement was probably sited for utilitarian purposes, in contrast to the nearby forts which are prominently located. Views to the south are key aspects of the setting, taking in the course of the burn which borders the settlement. Although the route option would run close to the scheduled monument and be visible in views it is unlikely that it would considerably detract from an appreciation of its landscape situation and its association with the adjacent burn. In consequence, it is unlikely that the route option would result in a potentially significant impact on the settlement's setting.
Scheduled Monuments				
	The Overhowden Henge (SM2155) is located c.350 m south of the western end of the route option. The prehistoric hengemonument is situated within arable farmland on a gently sloping hillside. Since being levelled and filled in, the monument is visible only as a slight depression. The henge may be associated with an earlier cursus monument, and additionally an oval fort defined by two ramparts which are recorded in the HER approximately 75 m to its west and south respectively. It is possible that there may have designed views between the henge and cursus in particular, which would constitute a key aspect of the setting of each monument. These associations would not be affected by the route option. The wider landscape setting of the henge is similarly unlikely to be perceptible affected by the route option.	The Addinston Fort (SM362) lies approximately 500 m to the north. The fort stands on the south-eastern spur of Addinston Hill, overlooking surrounding pastureland and the Cleekhumin Burn to the south and east. Long distance views can be obtained from its prominent landscape position. Views toward potential contemporary prehistoric forts, such as to the northeast (Longcroft fort: SM372) and northwest (Hillhouse fort SM4627) are key to the setting, prompting awareness of the wider prehistoric landscape of which Addinston Fort is a part. The route option runs to the south, and although it would likely be present within views from the fort it is unlikely that it would significantly affect the appreciation of the monuments landscape (hilltop) setting. It would not disrupt sight lines to associated hillfort monuments, and would be unlikely to result in a significant impact to the monument's setting in this regard.	The Addinston Fort (SM362) lies approximately 500 m to the north. The fort stands on the south-eastern spur of Addinston Hill, overlooking surrounding pastureland and the Cleekhumin Burn to the south and east. Long distance views can be obtained from its prominent landscape position. Views toward potential contemporary prehistoric forts, such as to the northeast (Longcroft Fort: SM372) and northwest (Hillhouse Fort SM4627) are key to the setting, prompting awareness of the wider prehistoric landscape of which Addinston Fort is a part. The route option runs to the south, and although it would likely be present within views from the fort it is unlikely that it would significantly affect the appreciation of the monuments landscape (hilltop) setting. It would not disrupt sight lines to associated hillfort monuments, and would be unlikely to result in a significant impact to the monument's setting in this regard.	The route option runs to c.100 m north of Bowerhouse prehistoric hillfort (SM365) and c.800m north of Blackchester hillfort (SM364). Both hillforts are located at prominent locations in the landscape with wide ranging views. There is intervisibility between these hillforts and there may be further intervisibility with other prominently located hillforts in the wider landscape. Their present day settings are currently characterised in part by existing OHL infrastructure. Although located in close proximity to Bowerhouse hillfort, it is considered that the present baseline conditions characterised by existing OHLs would therefore not be considerably altered. The route option would not affect any intervisibility between any likely contemporary sites and would be unlikely to result in a significant impact to either monument's setting in this regard.

Historic Environment	<p>Taking into account distance, topography, and screening present in the built and natural landscape, it is unlikely that the route option would result in significant impacts on the settings of other scheduled monuments within 3 km.</p>	<p>Taking into account distance, topography, and screening present in the built and natural landscape, it is unlikely that the route option would result in significant impacts on the settings of other scheduled monuments within 3 km.</p>	<p>The route option runs to c.500 m northeast of Bowerhouse prehistoric hillfort (SM365) and c.800 m north of Blackchester hillfort (SM364). Both hillforts are located at prominent locations in the landscape with wide ranging views. There is intervisibility between these hillforts and there may be further intervisibility with other prominently located hillforts in the wider landscape. Their present day settings are currently characterised in part by existing OHL infrastructure. The route option would not affect any intervisibility between any likely contemporary sites and would be unlikely to result in a significant impact to either scheduled monument's setting in this regard.</p> <p>Taking into account distance, topography, and screening present in the built and natural landscape, it is unlikely that the route option would result in significant impacts on the settings of other scheduled monuments within 3 km.</p>	<p>Addington Fort (SM362) lies approximately 500 m to the north. The fort stands on the south-eastern spur of Addington Hill, overlooking surrounding pastureland and the Cleekhumin Burn to the south and east. Long-distance views can be obtained from its prominent landscape position. Views toward potential contemporary prehistoric forts, such as to the northeast (Longcroft Fort: SM372) and northwest (Hillhouse Fort SM4627) are key to the setting, prompting awareness of the wider prehistoric landscape of which Addington Fort is a part. The route option runs to the south, and although it would likely be present within views from the fort it is unlikely that it would significantly affect the appreciation of the monuments landscape (hilltop) setting. It would not disrupt sight lines to associated hillfort monuments, and would be unlikely to result in a significant impact to the scheduled monument's setting in this regard.</p>	<p>Taking into account distance, topography, and screening present in the built and natural landscape, it is unlikely that the route option would result in significant impacts on the settings of other scheduled monuments within 3 km.</p>	<p>None of the route options is considered likely to result in significant impacts to the settings of scheduled monuments, although a detailed setting impact assessment would need to be conducted as part of a future application. There are several hillforts within proximity to each of the route options, although the key views between these possible contemporary sites are unlikely to be disrupted in each instance. In some instances (e.g. with regard to Route Options 3 and 4) there are existing OHLs present in the landscape. Consequently, while there is very little to differentiate the route options, <b>Route Option 3</b> is marginally the preferred route option.</p> <p>None of the route options are considered likely to result in significant impacts to the settings of Inventory Garden and Designed Landscapes or Listed Buildings. No <b>route option</b> is preferred in respect to either category of designated heritage asset.</p> <p>There is little to differentiate between the route options with respect to non-designated heritage assets, with each option crossing between four and six assets of generally low sensitivity, and each option having some potential for assets of greater sensitivity to be encountered. In <b>Route Options 1 and 2</b>, assets of medium sensitivity are also recorded though these assets could be avoided by design during the subsequent alignment stage. No <b>route option</b> is preferred in respect to non-designated heritage assets.</p> <p>Where direct impacts on non-designated assets cannot be avoided, this could be mitigated through a programme of archaeological works (e.g. archaeological evaluation and/or monitoring) to be agreed with the local authority.</p>
Inventory Gardens and Designed Landscapes (GDL)	<p>No GDLs are recorded within the route option or within 3 km of the route option.</p>	<p>No GDLs are recorded within the route option.</p>	<p>No GDLs are recorded within the route option.</p>	<p>No GDLs are recorded within the route option.</p>	<p>No GDLs are recorded within the route option.</p>	
Conservation Areas (Holford Rule 1)	No conservation areas are recorded in or within 3 km of any of the route options.					
Inventory Historic Battlefields	No historic battlefields are recorded within 3 km of the route options.					
World Heritage Site	No World Heritage Sites are recorded within 3 km of the route options.					
Listed buildings (Category A, B and C)	<p>No listed buildings are recorded within this route option corridor.</p> <p>There are two Listed Buildings within 3 km of the route option (one Category A and one Category B). Of these, the closest is the Category B Justicehall (LB1894), which is located around 750 m to the north, on the other side of Oxton. The farmhouse dates to the 18th century, and is of simple rectangular plan and coursed rubble construction. The building is located to the immediate east of modern and historic farmstead buildings, which provide a localised farmstead setting. The principal elevation of the farmhouse faces south towards Station Road. The route option would run further to the south, with visibility limited by the built environment of Oxton. Where visibility may occur, it is unlikely that the route option would significantly impact the setting of the Justicehall, with wind farms and steel lattice tower lines already present in southerly views.</p>	<p>No listed buildings are recorded within this route option corridor.</p> <p>There are two listed buildings within 3 km of this route option (one Category A and one Category B). Of these, the closest is the Category B Justicehall (LB1894), which is located around 750 m to the north, on the other side of Oxton. The farmhouse dates to the 18th century, and is of simple rectangular plan and coursed rubble construction. The building is located to the immediate east of modern and historic farmstead buildings, which provide a localised farmstead setting. The principal elevation of the farmhouse faces south towards Station Road. The route option would run further to the south, with visibility limited by the built environment of Oxton. Where visibility may occur, it is unlikely that the route option would significantly impact the setting of the Justicehall, with wind farms and steel lattice tower lines already present in southerly views..</p>	<p>No listed buildings are recorded within this route option corridor.</p> <p>There are two listed buildings within 3 km of this route option (one Category A and one Category B). Of these, the closest is the Category B Justicehall (LB1894), which is located over 1 km to the north, on the other side of Oxton. The farmhouse dates to the 18th century, and is of simple rectangular plan and coursed rubble construction. The building is located to the immediate east of modern and historic farmstead buildings, which provide a localised farmstead setting. The principal elevation of the farmhouse faces south towards Station Road. The route option would run further to the south, with visibility limited by the built environment of Oxton. Where visibility may occur, it is unlikely that the route option would significantly impact the setting of the Justicehall, with wind farms and steel lattice tower lines already present in southerly views.</p>	<p>No listed buildings are recorded within this route option corridor.</p>	<p>There are two listed buildings within 3 km of this route option (one Category A and one Category B). Of these, the closest is the Category A Church of St Cuthbert (LB1893), which is located over 1.5 km to the southwest. The church dates to 1817, with battlemented gables and Gothic windows. It is set within its own churchyard, within the memorial context of which the significance of the building as a historic parish church is best understood. The route option would run to the southeast, across a landscape already characterised by overhead lines. The trees which border the church and churchyard are densest to the south, and this, along with the presence of wind farms and steel lattice tower lines in southerly views, make it unlikely that the route option would significantly impact the setting of the church.</p>	
Non-designated heritage assets	<p>The HER and Trove record five non-designated heritage assets within the route option. These include a section of the Roman 'Dere Street' road (NT45SE 52), quarry pits (NT55SW 4), a post-medieval road (NT55SW 63), and two unassigned enclosures (NT55SW 50, NT45SE 67)</p> <p>The majority of the assets are of no greater than local heritage value and low sensitivity, most likely deriving from post-medieval agriculture or small-scale industrial activity. Where the periodisation of assets is uncertain, however, there is potential for remains of greater sensitivity to be encountered. In addition, the section of the Roman Dere Street (NT45SE 52) is of regional heritage value and medium sensitivity. The assets are widely distributed throughout the route option corridor and could be avoided by design during the subsequent alignment stage.</p>	<p>The HER and Trove record four non-designated heritage assets within the route option. These include a section of the Roman 'Dere Street' road (NT45SE 52), quarry pits (NT55SW 4), and two unassigned enclosures (NT55SW 31, NT45SE 67)</p> <p>The majority of the assets are of no greater than local heritage value and low sensitivity, most likely deriving from post-medieval agriculture or small-scale industrial activity. Where the periodisation of assets is uncertain, however, there is potential for remains of greater sensitivity to be encountered. In addition, the section of the Roman Dere Street (NT45SE 52) is of regional heritage value and medium sensitivity. The assets are widely distributed throughout the route option corridor and could be avoided by design during the subsequent alignment stage.</p>	<p>The HER and Trove record five non-designated heritage assets within the route option. These include quarry pits (NT55SW 4, NT55SW 56) and a group of unassigned enclosures (NT55SW 26, NT55SW 31), one of which may relate to a ring ditch (NT55SW 37).</p> <p>The assets are largely of local heritage value and low sensitivity, such as in the case of what are likely post-medieval quarries or where unassigned enclosures may relate to post-medieval agriculture. Where the periodisation and character of possible assets is uncertain, however, there is potential for earlier remains of potentially greater sensitivity to be encountered. This potential is highlighted by a possible ring ditch. The assets are widely distributed throughout the route option corridor and could be avoided by design during the subsequent alignment stage.</p>	<p>The HER and Trove record six non-designated heritage assets within the route option. These include quarry pits (NT55SW 4, NT55SW 56) and a group of unassigned enclosures (NT55SW 28, NT55SW 31, NT55SW 54), one of which may relate to a ring ditch (NT55SW 37).</p> <p>The assets are largely of local heritage value and low sensitivity, such as in the case of what are likely post-medieval quarries or where unassigned enclosures may relate to post-medieval agriculture. Where the periodisation and character of possible assets is uncertain, however, there is potential for earlier remains of potentially greater sensitivity to be encountered. This potential is highlighted by a possible ring ditch. The assets are widely distributed throughout the route option corridor and could be avoided by design during the subsequent alignment stage.</p>	<p>The assets are largely of local heritage value and low sensitivity, such as in the case of what are likely post-medieval quarries or where unassigned enclosures may relate to post-medieval agriculture. Where the periodisation and character of possible assets is uncertain, however, there is potential for earlier remains of potentially greater sensitivity to be encountered. This potential is highlighted by a possible ring ditch. The assets are widely distributed throughout the route option corridor and could be avoided by design during the subsequent alignment stage.</p>	
Ancient Woodland (AWI)	There is no AWI within any of the route options. The nearest AWI is Airhouse Wood (also a SSSI), which is located approximately 670 m north of the western end of the closest route option.					
	There is <b>no preferred route</b> option as there no AWI close to or within any of the Route Options.					

Native Woodland (NWSS)	Although direct impacts could be avoided by detailed line routeing, southwest of Oxton there is a linear NWSS in part of Route Option 1.	Although direct impacts could be avoided by detailed line routeing, southwest of Oxton there is a linear NWSS in part of Route Option 2.	There are no NWSS within Route Option 3.	There are no NWSS within Route Option 4.	Although the NWSS within Route Options 1 and 2 may be avoided during detailed line routeing, <b>Route Options 3 and 4 are preferred</b> as they do not include NWSS and therefore offer more routeing potential.
Forestry (NFI)	To the east of Route Option 1 there are two NFI woodlands on the valley side slopes between Longcroft in the north and Lylestone Hill to the south. Immediately west of the A68 and the Leader Water there is one NFI woodland in the route option. Impacts on these woodlands may be avoided by detailed line routeing but they do present a notable constraint.	Route Option 2 includes two NFI woodland blocks within the Cleekhumin Valley near Lylestone Hill. Immediately west of the A68 and the Leader Water there is one NFI woodland in the route option. Impacts on these woodlands may be avoided by detailed line routeing but they do present a notable constraint.	Route Option 3 includes two NFI woodland blocks within the Cleekhumin Valley near Lylestone Hill. Impacts on these woodlands may be avoided by detailed line routeing.	Route Option 4 includes two NFI woodland blocks on the slopes of Lylestone Hill. To the west of this route option there are two linear NFI woodlands, one of which is unavoidable.	Although careful route alignment could avoid direct impact on most woodlands, there are NFI woodlands in all of the route options. There is little to differentiate between Route Options 1, 2 and 3. <b>Route Option 4 is the least preferred</b> because crossing an NFI woodland is unavoidable.
Scotland Land Capability for Forestry  <b>Land Use (including woodland, agriculture, forestry and tourism/recreation)</b>	Route Option 1 crosses land for which the land capability for forestry is classed as F3, F4, F5, F6 and F7 i.e. ranging from unsuitable (F7) to good flexibility (F3) for the growth and management of tree crops.  The lowest quality land for forestry production is located on upland terrain in the vicinity of the proposed Glenburnie Wind Farm with the descending slopes extending westwards towards the A697 and A68 also classified as having very limited flexibility for forestry production. The best quality land with a good flexibility for the growth and management of tree crops lies on the lowest lying land between Oxton and Lauder and broadly along the Leader Water. There would be some loss of land associated with the footprint of the new overhead line, however, this is not considered likely to result in a significant effect on forestry or woodland land use.	Route Option 2 crosses land for which the land capability for forestry is classed as F3, F4, F5, F6 and F7 i.e. ranging from unsuitable (F7) to good flexibility (F3) for the growth and management of tree crops.  The lowest quality land for forestry production is located on upland terrain in the vicinity of the proposed Glenburnie Wind Farm with the descending slopes extending westwards towards the A697 and A68 also classified as having very limited flexibility for forestry production. The best quality land with a good flexibility for the growth and management of tree crops lies on the lowest lying land between Oxton and Lauder and broadly along the Leader Water. There would be some loss of land associated with the footprint of the new overhead line, however, this is not considered likely to result in a significant effect on forestry or woodland land use.	Route Option 3 crosses land for which the land capability for forestry is classed as F3, F4, F5, F6 and F7 i.e. ranging from unsuitable (F7) to good flexibility (F3) for the growth and management of tree crops.  The lowest quality land for forestry production is located on upland terrain in the vicinity of the proposed Glenburnie Wind Farm with the descending slopes extending westwards towards the A697 and A68 also classified as having very limited flexibility for forestry production. The best quality land with a good flexibility for the growth and management of tree crops lies on the lowest lying land between Oxton and Lauder and broadly along the Leader Water. There would be some loss of land associated with the footprint of the new overhead line, however, this is not considered likely to result in a significant effect on forestry or woodland land use.	Route Option 4 crosses land for which the land capability for forestry is classed as F3, F4, F5, F6 and F7 i.e. ranging from unsuitable (F7) to good flexibility (F3) for the growth and management of tree crops.  The lowest quality land for forestry production is located on upland terrain in the vicinity of the proposed Glenburnie Wind Farm with the descending slopes extending westwards towards the A697 and A68 also classified as having very limited flexibility for forestry production. The best quality land with a good flexibility for the growth and management of tree crops lies on the lowest lying land between Oxton and Lauder and broadly along the Leader Water. There would be some loss of land associated with the footprint of the new overhead line, however, this is not considered likely to result in a significant effect on forestry or woodland land use.	Although very marginal, <b>Route Option 1 and 2 are the preferred route options</b> because they cross the narrowest section of land classified as having good flexibility for the growth and management of tree crops(F3).
Scotland Land Capability for Agriculture	Route Option 1 crosses areas for which the land capability for agriculture is classed as 3.2, 4.1, 4.2, 5.1, 5.2 and 5.3, i.e. ranging from land only suitable for rough grazing (6.3) to land likely to have consistently average yields of a narrow range of crops (3.2).  This route option does not cross areas capable of producing very wide, wide or consistently high yields (1, 2 or 3.1).  The lowest quality land is in the east and associated with upland areas east of the A68, A697 and the Leader Water. The best quality land deemed capable of average production though high yields of barley, oats and grass, is on the lower lying land broadly along the Leader Water between Oxton and Lauder. There would be some loss of land associated with the footprint of the new overhead line, however, this is not considered likely to result in a significant effect on agricultural land use.	Route Option 2 crosses areas for which the land capability for agriculture is classed as 3.2, 4.1, 4.2, 5.1, 5.2 and 5.3, i.e. ranging from land only suitable for rough grazing (6.3) to land likely to have consistently average yields of a narrow range of crops (3.2).  This route option does not cross higher quality areas capable of producing very wide, wide or consistently high yields (1, 2 or 3.1).  The lowest quality land is in the east and associated with upland areas east of the A68, A697 and the Leader Water. The best quality land deemed capable of average production though high yields of barley, oats and grass is on the lower lying land broadly along Leader Water between Oxton and Lauder. There would be some loss of land associated with the footprint of the new overhead line, however, this is not considered likely to result in a significant effect on agricultural land use.	Route Option 3 crosses areas for which the land capability for agriculture is classed as 3.2, 4.1, 4.2, 5.1, 5.2 and 5.3, i.e. ranging from land only suitable for rough grazing (6.3) to land likely to have consistently average yields of a narrow range of crops (3.2).  This route option does not cross higher quality areas capable of producing very wide, wide or consistently high yields (1, 2 or 3.1).  The lowest quality land is in the east and associated with upland areas east of the A68, A697 and the Leader Water. The best quality land deemed capable of average production though high yields of barley, oats and grass is on the lower lying land broadly along the Leader Water between Oxton and Lauder. There would be some loss of land associated with the footprint of the new overhead line, however, this is not considered likely to result in a significant effect on agricultural land use.	Route Option 4 crosses areas for which the land capability for agriculture is classed as 3.2, 4.1, 4.2, 5.1, 5.2 and 5.3, i.e. ranging from land only suitable for rough grazing (6.3) to land likely to have consistently average yields of a narrow range of crops (3.2).  This route option does not cross higher quality areas capable of producing very wide, wide or consistently high yields (1, 2 or 3.1).  The lowest quality land is in the east and associated with upland areas east of the A68, A697 and the Leader Water. The best quality land deemed capable of average production though high yields of barley, oats and grass is on the lower lying land broadly along the Leader Water between Oxton and Lauder. There would be some loss of land associated with the footprint of the new overhead line, however, this is not considered likely to result in a significant effect on agricultural land use.	Although very marginal, <b>Route Option 1 and 2 are the preferred route options</b> because they cross the narrowest section of highest agricultural land classification (3.2).
Flood Risk	Watercourses forming part of the Upper River Tweed catchment flow in a broadly north to south direction across the corridor of this route option.  Route Option 1 crosses the Cleekhumin Burn south of Longcroft and the Leader Water, immediately east of the A68 south of Carfraemill Hotel. Both watercourses are categorised as being of high and medium flood risk.  Whilst crossing flood-risk watercourses is unavoidable, they can be spanned, so no infrastructure should be located within identified flood areas. If infrastructure is required, then further assessment of potential impacts would be required.	Watercourses forming part of the Upper River Tweed catchment flow in a broadly north to south direction across the corridor of this route option.  Route Option 2 crosses the Cleekhumin Burn south of Longcroft and the Leader Water, immediately east of the A68 south of Carfraemill Hotel. Both watercourses are categorised as being of high and medium flood risk.  Whilst crossing flood-risk watercourses is unavoidable, they can be spanned, so no infrastructure should be located within identified flood areas. If infrastructure is required, then further assessment of potential impacts would be required.	Watercourses forming part of the Upper River Tweed catchment flow in a broadly north to south direction across the corridor of this route option.  Route Option 3 crosses the Cleekhumin Burn south of Longcroft and the Leader Water, immediately north of its confluence with the Cleekhumin Burn and north of the property known as Wiselawmill Steading east of the A68. Both watercourses are categorised as being of high and medium flood risk.  Whilst crossing flood-risk watercourses is unavoidable, they can be spanned, so no infrastructure should be located within identified flood areas. If infrastructure is required, then further assessment of potential impacts would be required.	Watercourses forming part of the Upper River Tweed catchment flow in a broadly north to south direction across the corridor of this route option.  Route Option 4 crosses the Cleekhumin Burn and the Leader Water close to their confluence south of the property known as Wiselawmill Steading east of the A68. Sections of both watercourses are categorised as high and medium flood risk.  Whilst crossing flood-risk watercourses is unavoidable, they can be spanned, so no infrastructure should be located within identified flood areas. If infrastructure is required, then further assessment of potential impacts would be required.	Each route option would have to cross the Cleekhumin Burn and the Leader Water which include areas of high and medium flood risk.  Whilst the crossing of flood risk watercourses is unavoidable, it is likely that the watercourses can be spanned in the shortest perpendicular direction and infrastructure located within the designated area avoided. If infrastructure is required then further assessment of potential impacts will be required.  However, on balance <b>Route 4 is least preferable as</b> it has the potential to cross a more extended flood zone and there is little differentiate Route Options 1, 2 and 3.