

| Topic Area    | Option A   | Option B  | Option C   | Option D   | Option A&C  | Option C&D  |
|---------------|--|---|--|--|---|---|
| Landscape and | I<br>d Visual Note: When considering the                 | landscape and visual criteria for eac                         | th route option, consideration was g                   | I<br>iven to their attributes and proximity                  | ı<br>to each Option or Link. A judgemer                   | nt was then made as to the                                      |
|               |  |   |  | result of the introduction of the pro                        |   |   |
| -             |  | ion/particular aspect would most lik                          | ely be adversely effected by the grid                  | connection if it were placed along the                       | nis route, and a judgement of <i>low</i> inc              | dicates that the route option would                             |
| · ·           | verse effects on this criterion.                         |   |  |  |   |   |
|               |  |   |  | y of a route, or the route avoids all a                      |   | 5 the self-Bases Basel at the                                   |
| Landscape     | The initial section of Option A is                       | The route corridor extends south-west out of the Whitelaw     | The initial section of Option C is                     | The final section of Option D is                             | The route corridor extends north out of the Whitelaw Brae | From the old Roman Road at the                                  |
| and Visual    | covered under combined Option                            |   | covered under combined Option                          | covered under Option C&D.                                    |   | boundary of South Lanarkshire                                   |
|               | A&C (see column head 'Option A&C').                      | Brae substation, for 2km, and skirts the eastern edges of Big | A&C and the final section is covered under Option C&D. | This route Option extends south-                             | substation, for approximately 1.25km along the path of    | with Dumfries and Galloway, the route heads westwards for 2.7km |
|               | Ade j.   | Dod and Little Dod across open                                | covered under Option C&D.                              | south-east out of the substation                             | Fingland Burn, between areas of                           | through commercial forestry, it                                 |
|               | From where Option A&C splits                             | moorland. As the route reaches                                |  | at Whitelaw Brae through an                                  | higher ground, before connecting                          | follows the lower slopes between                                |
|               | this route continues across the                          | Middle Sike burn it turns west-                               | From where Option A&C splits                           | area of commercial forestry for                              | with the A701 north of                                    | Errickstane Hill (to the north) and                             |
|               | Uplands landform and through                             | south-west and crosses the lower                              | the route extends southward for                        | approximately 1.5km. From this                               | Glenbreck. The route turns                                | Tinny Bank (to the south) to the                                |
|               | commercial forestry for                                  | level landform of the River                                   | approximately 6.3km following                          | point the route then loops                                   | south-westward and follows the                            | north of Straight Step Burn,                                    |
|               | approximately 4km to the                                 | Tweed valley. 480m after turning                              | the path of the A701, though set                       | around the eastern side of Glack                             | A701 and passes close to three                            | before crossing the Old Road and                                |
|               | western boundary of the forestry                         | west-south-west as the route                                  | slightly back from the road and                        | Knowe, Whitelaw Brae,  | residential properties at                                 | a 200m wide transport corridor.                                 |
|               | at the boundary between South                            | approaches the River Tweed                                    | often on areas of higher ground                        | Craigmaid, Onweather Hill, Colin                             | Glenbreck. The route is adjacent                          | From here the route heads                                       |
|               | Lanarkshire and the Scottish                             | there is a potential break to                                 | above the road. Along this                             | Craig, Foal Burn Head, Corse Dod                             | to the A701 for approximately                             | westwards for 2.8km along the                                   |
|               | Borders. Where the route                                 | alternate links BC2 and BC4.                                  | stretch of the route the majority                      | and Flecket Hill (initially heading                          | 2.2km before splitting into                               | northern slopes of Bidhouse                                     |
|               | crosses into South Lanarkshire                           | Option B continues over the                                   | of it is through, or adjacent to,                      | south-east for a further 1.3km                               | Options A and C.  | Knowe and Simon's Knowe   |
|               | for roughly 1km it would pass                            | river, to the west of which is a                              | commercial forestry. Where the                         | before turning south-westwards)                              |   | through large tracts of   |
|               | through the south-east corner of                         | 200m wide area of commercial                                  | route approaches the old Roman                         | across open moorland. The route                              | <b>Landscape sensitivity</b> (medium –                    | commercial forestry and entering                                |
|               | Clyde Wind Farm, midway                                  | forestry, which the route runs                                | Road, after it has crossed into                        | then crosses the boundary into                               | runs adjacent to Fingland Burn                            | the Clyde Wind Farm South                                       |
|               | between the turbines,                                    | through before crossing the                                   | South Lanarkshire and just to the                      | Dumfries and Galloway,                                       | and crosses the River Tweed, but                          | substation from the east.                                       |
|               | approximately 160m from the                              | A701. Option B continues south-                               | north of the boundary with                             | continuing south-west for 900m                               | follows the existing track on the                         |   |
|               | closest turbine. As the route                            | westward for approximately                                    | Dumfries and Galloway, the route                       | through commercial forestry. At                              | lower valley sides near the                               | Landscape sensitivity (low – the                                |
|               | emerges from the wind farm it                            | 800m through commercial                                       | turns westwards and becomes                            | this point, approximately at the                             | historic platform settlements and                         | route avoids high ground  |
|               | turns broadly west-south-west and then continues through | forestry along rising ground. At this location, approximately | Option C&D.  | A701, on the south-western slopes of Flecket Hill, the route | avoids the higher ground); Residential visual amenity     | wherever possible and runs through a landscape of               |
|               | further commercial forestry for                          | 650m north of the peak of                                     | Landscape sensitivity (low –                           | turns and heads north-west for                               | (medium-high – in close                                   | commercial forestry, busy                                       |
|               | 2.5km, before emerging from the                          | Badlieu Rig, the direction of                                 | generally through commercial                           | 1.1km through commercial                                     | proximity to three properties at                          | transport and windfarms);                                       |
|               | forestry to the south-east of                            | Option B turns south. The route                               | forestry and avoids high ground,                       | forestry before entering South                               | Glenbreck);   | Residential Visual Amenity (none                                |
|               | Little Clyde Roman Camp. It                              | heads directly south for 1.4km                                | although it passes close to the                        | Lanarkshire to the south of Old                              | Visual amenity (medium-high –                             | - there are no residential                                      |
|               | would then need to cross a small                         | through commercial forestry, at                               | Source of the Tweed the area                           | Road. At this point the route                                | would run adjacent to the A701                            | properties within the vicinity of                               |
|               | area of open land and the                                | which point the route turns                                   | would be avoided);                                     | joins Option C&D.  | for 2km which forms a section of                          | this route);  |
|               | A74(M) and West Coast Main                               | south-west heading a further                                  | Residential visual amenity                             |  | the Edinburgh Scenic Route);                              | Visual amenity (medium –  |
|               | Line (WCML), before heading                              | 1.3km through commercial                                      | (medium – four properties within                       | Landscape sensitivity (medium-                               | Landscape designations (medium                            | although the OHL would cross                                    |
|               | through more commercial                                  | forestry. At this location (the                               | 400m of the route, the closest                         | high – through generally                                     | - full section is within the                              | Core Paths and a National Cycle                                 |
|               | forestry and connecting with the                         | boundary of South Lanarkshire                                 | being at Badlieu approximately                         | undisturbed open moorland for                                | Tweedsmuir Uplands SLA);                                  | Route this would all be in the                                  |
|               | Clyde Wind Farm South from the                           | and Scottish Borders) there is a                              | 130m east of the line);                                | over 7km, some of which is part                              | Length of corridor (4.4km);                               | vicinity of the transport corridor                              |
|               | north-east.  | break in the commercial forestry                              | Visual amenity (medium-high –                          | of Talla-Hart fell Wildland Area,                            | Forestry (low – the forestry is                           | and other industrial activities                                 |
|               |  | and the route runs west-south-                                | would run adjacent to the A701                         | crossing several burns and                                   | broadly avoided, where the OHL                            | where the existing visual amenity                               |
|               | Landscape sensitivity (low – the                         | west for 1.9km to the south-east                              | (Edinburgh Scenic Route) for the                       | passing close to the Source of the                           | meets the forestry it runs along                          | is of a low value);   |
|               | route generally avoids high                              | of Clyde Wind Farm on the lower                               | full section, although it would not                    | Tweed, although generally avoids                             | its boundary, except for the final                        | Landscape designations (none –                                  |
|               | ground, with the exception of the                        | slopes of Middle Rig and to the                               | always be visible due to the                           | high ground);  | ~275m where some forestry may                             | none of the route is within a                                   |
|               | section near Clyde Law which is                          | north of Back Burn. At the south-                             | localised landform and path of                         | Residential visual amenity (none                             | need felling)   | designated landscape);  |
|               | heavily influenced by the wind                           | western slope of Middle Rig,                                  | the road. The route would also                         | – there are no residential                                   |   | Length of corridor (5.9km);                                     |
|               | farm. The route runs through a                           | close to Broon Slack Burn, the                                | 1  | 1  | l   | l   |

| Topic Area | Option A   | Option B  | Option C  | Option D                                      | Option A&C                          | Option C&D   |
|------------|--|---|---|---|-------------------------------------|--|
|            | landscape of commercial forestry and windfarms);                 | route direction turns south-<br>westward. From here the route   | cross the Roman Road core path at the very south of the route); | properties within the vicinity of             | Conclusion – key landscape and      | Forestry (high – the route goes through large tracts of forestry |
|            | Residential visual amenity (high                                 | continues south-westward and                                    | Landscape designations (medium                                  | this route);  Visual amenity (medium – passes | visual criteria concerns for this   | and felling would be unavoidable,                                |
|            | - the route passes in very close                                 | runs directly towards the Clyde                                 | – almost entirely within the                                    | approximately 500m north of the               | route are residential visual        | however wherever possible  |
|            | proximity to a new build property                                | Wind Farm South substation for                                  | Tweedsmuir Uplands SLA);  | Annandale Way and over other                  | amenity (due to proximity of the    | existing firebreaks and trackways                                |
|            | on the B7076; the next closest                                   | 4.1km. Along this 4.1km stretch                                 | Length of corridor (6.3km)                                      | Core Paths and the A701                       | small hamlet at Glenbreck) and      | would be followed to try and                                     |
|            | properties are at March (280m)                                   | the route passes entirely through                               | (16.8km in total, when combined                                 | (Edinburgh Scenic Trail));                    | visual amenity of receptors.        | reduce the level of felling                                      |
|            | and Little Clyde Roman Camp                                      | commercial forestry, except for a                               | with Option A&C and Option                                      | Landscape designations (medium                | There would be limited effects on   | required)  |
|            | (500m));   | central 310m stretch where the                                  | C&D);   | – over 8km of route is within the             | forestry. Despite likely effects on | <b>Conclusion</b> – this potential route                         |
|            | Visual amenity (medium –   | route crosses the main transport                                | Forestry (medium – for almost its                               | Tweedsmuir Uplands SLA, and a                 | residential visual amenity this     | would be preferred with some                                     |
|            | although the OHL would cross                                     | corridor.   | full length the route passes either                             | short section is within the Talla-            | section of route is preferable to   | (negative) effects only likely on                                |
|            | Core Paths and a National Cycle                                  |   | through or adjacent to forestry                                 | Hart fell Wildland Area);                     | the northern section of Option B,   | forestry due to the need for                                     |
|            | Route this would all be in the                                   | Landscape sensitivity (medium –                                 | where some felling would be                                     | Length of corridor (10.2km)                   | due to the likely effects on        | clearance, however the   |
|            | vicinity of the transport corridor                               | the initial 3km of the route                                    | required, however the edges of                                  | (16.1km when combined with                    | landscape sensitivity resulting     | connection is from main route                                    |
|            | and other industrial activities                                  | crosses open moorland and the                                   | forestry could often be used and                                | Option C&D);                                  | from the northern end of Option     | Options C and D which are not                                    |
|            | where the existing visual amenity                                | lower lying valley around the                                   | felling kept to a minimum                                       | Forestry (medium-low – the                    | В.                                  | preferred routes.  |
|            | is of a low value);  | River Tweed through a landscape                                 | wherever possible)  | forestry is broadly avoided,                  |                                     |  |
|            | Landscape designations (low –                                    | with virtually no visual  |   | except for three ~1km sections of             |                                     |  |
|            | 3.6km section in the Scottish                                    | detractors, however the route                                   | Conclusion – key landscape and                                  | the route at its north, middle and            |                                     |  |
|            | Borders is within the Tweedsmuir                                 | does avoid high ground. The                                     | visual criteria concerns for this                               | south. In the central section of              |                                     |  |
|            | Uplands SLA, however this full                                   | remainder of the route would be                                 | route are the visual amenity due                                | the route where the OHL meets                 |                                     |  |
|            | section is also within an area of                                | considered to be going through a                                | to the routes proximity for 6km                                 | the forestry it runs along its                |                                     |  |
|            | commercial forestry);  | landscape with a low sensitivity);                              | to the Edinburgh Scenic Trail                                   | boundary, at the north and south              |                                     |  |
|            | Length of corridor (10.2km)                                      | Residential visual amenity                                      | (A701). This would also be the                                  | of the route firebreaks and tracks            |                                     |  |
|            | (14.6km in total, when combined                                  | (medium- closest properties are                                 | longest overall route. Although                                 | would be followed wherever                    |                                     |  |
|            | with Option A&C);  | at March (300m) and Badlieu                                     | not preferred this is a viable                                  | possible)                                     |                                     |  |
|            | Forestry (high – the route goes through large tracts of forestry | (400m));  | route.  | Conclusion – key landscape and                |                                     |  |
|            | and felling would be unavoidable,                                | Visual amenity (medium-high –<br>the OHL would cross Core Paths |   | visual criteria concerns for this             |                                     |  |
|            | wherever possible existing                                       | and a National Cycle Route this                                 |   | route are the landscape                       |                                     |  |
|            | firebreaks and trackways would                                   | would all be in the vicinity of the                             |   | sensitivity (including an area                |                                     |  |
|            | be followed to try and reduce the                                | transport corridor and other                                    |   | designated as wild land area),                |                                     |  |
|            | level of felling required)                                       | industrial activities where the                                 |   | landscape designations and the                |                                     |  |
|            | letter et reimigrequireu,  | existing visual amenity is of a low                             |   | overall length of the route. An               |                                     |  |
|            | Conclusion – key landscape and                                   | value. The OHL would also cross                                 |   | advantage of this route would be              |                                     |  |
|            | visual criteria concerns for this                                | the A701 which forms a section                                  |   | the lack of likely effects on                 |                                     |  |
|            | route are residential visual                                     | of the Edinburgh Scenic Route);                                 |   | residential visual amenity. This              |                                     |  |
|            | amenity (in particular proximity                                 | Landscape designations  |   | route is not preferred.                       |                                     |  |
|            | to the new build property on the                                 | (medium-low – 6.3km section in                                  |   |   |                                     |  |
|            | B7076) and the potential effects                                 | the Scottish Borders is within the                              |   |   |                                     |  |
|            | on forestry. Although not  | Tweedsmuir Uplands SLA,   |   |   |                                     |  |
|            | preferred this is a viable route in                              | however half of this section is                                 |   |   |                                     |  |
|            | terms of the landscape and visual                                | also within an area of commercial                               |   |   |                                     |  |
|            | criteria considered.   | forestry);  |   |   |                                     |  |
|            |  | Length of corridor (12.5km);                                    |   |   |                                     |  |
|            |  | Forestry (high – the route goes                                 |   |   |                                     |  |
|            |  | through large tracts of forestry                                |   |   |                                     |  |
|            |  | and felling would be unavoidable,                               |   |   |                                     |  |

| Topic Area                  | Option A  | Option B  | Option C  | Option D   | Option A&C   | Option C&D   |
|-----------------------------|---|---|---|--|--|--|
|                             |   | wherever possible existing firebreaks and trackways would be followed to try and reduce the level of felling required)  Conclusion – key landscape and                              |   |  |  |  |
|                             |   | visual criteria concerns for this route are the potential effects on forestry and on landscape sensitivity for the northern 3km   |   |  |  |  |
|                             |   | of the route. This route is the shortest overall route at 12.5km. In summary this is the preferred viable route, but with concerns relating to the initial section                  |   |  |  |  |
| Ecology and                 | Comment: The northern section   | where the route crosses the exposed slopes of Little Dod.   | Comment: The northern section   | Comment: Ontion Dannears to  | Comment: Ontion A & C crosses  | Comment: Option C&D  |
| Ecology and<br>Biodiversity | Comment: The northern section of Option A crosses, and is adjacent to, the River Tweed SAC. Otter are a qualifying feature of the River Tweed SAC and SSSI. | Comment: Route option B in the north passes through an area of predominately Wet Modified Bog, Marshy Grassland, and blanket bog in the north of the site which leads to plantation | of Option A crosses, and is adjacent to, the River Tweed SAC. Otter are a qualifying feature of the River Tweed SAC and SSSI. There are historic records of | Comment: Option D appears to be routed across the most ecologically sensitive habitats. The habitats along this route are Wet Modified Bog, Marshy Grassland, blanket bog, Semi- | Comment: Option A & C crosses, and is adjacent to, the River Tweed SAC. Otter are a qualifying feature of the River Tweed SAC and SSSI. There are historic records of otter activity | Comment: Option C&D  The route south passes through felled, and in some areas recently replanted, and areas of dense mature plantation forestry.  Before entering plantation |
|                             | There are no Ancient Woodlands within the study Area.   | woodland south of Badentree Hill.   | otter activity in the area.  Adult trout and Atlantic salmon have been recorded as have   | improved Acid Grassland etc,<br>some of which appear to be<br>Highly GWDTE and Moderately  | in the area.  Adult trout and Atlantic salmon have been recorded as have   | woodland by "Tinny Bank".  The route option also crosses a   |
|                             | A search on the NBN Gateway (OS tile NT01): for species records in this tile from 1995 onwards contained records for  | There are no Ancient Woodlands within the study Area.  A search on the NBN Gateway  | juvenile Salmonids. There are also historic records for European eels ( <i>Anguilla anguilla</i> ).   | GWDTE. As such they are most likely to be damaged by vehicles accessing the route.   | juvenile Salmonids. There are also historic records for European eels ( <i>Anguilla anguilla</i> ).  | number of small burns north of<br>the A74(M)such as "Rowantree<br>Grains" and "Straigh Step" and<br>Bidhouse Grains to the South of  |
|                             | the following (recorded sightings in brackets)  Lepus europaeus: Brown Hare (1)   | (OS tile NT01): for species records in this tile from 1995 onwards contained records for the following (recorded sightings  | The route diverges from Option A at Fingland and it is anticipated that the habitats will be similar to Option A, i.e. Wet Modified Bog                     | In addition, the route option crosses a number of burns such as Glencraigie Burn   | With reference to the Whitelaw Brae Windfarm ES, the dominant habitat in the area is Wet Modified Bog with stands of   | the A74(AM)  However given the sensitivities of the northern part of the route   |
|                             | Lepus timidus: Mountain Hare (4) Lutra lutra: Otter (14) Pipistrellus pipistrellus: Pipistrelle   | in brackets)  Lepus europaeus: Brown Hare (1)   | Blanket with stands of Semi-<br>improved Acid Grassland and<br>stands of Highly GWDTE and   | Retain: N Adjust: N Eliminate: if practicable,   | Blanket Bog by the access road and bridge crossing the River Tweed, with Semi-improved Acid  | this is likely to be least favourable option.  |
|                             | (1) Pipistrellus pygmaeus: Pipistrelle (2) Sciurus vulgaris: Red Squirrel (2)   | Lepus timidus: Mountain Hare (4) Lutra lutra: Otter (14) Pipistrellus pipistrellus: Pipistrelle (1)   | Moderately GWDTE.  There are no Ancient Woodlands within the study Area.  | otherwise may require significant mitigation   | Grassland and there are stands of Highly GWDTE.  Retain: Y (with mitigation)   | Retain: N<br>Adjust: N<br>Eliminate: Y   |
|                             | Anguilla anguilla: Eel (17) Lampetra planeri: Brook Lamprey (4)   | Pipistrellus pygmaeus: Pipistrelle (2) Sciurus vulgaris: Red Squirrel (2)   | A search on the NBN Gateway (OS tile NT01): for species   |  | Adjust: N<br>Eliminate: N  |  |
|                             | Salmo salar: Atlantic Salmon (31) Salmo trutta subsp. fario: Brown Trout (2)  | Anguilla anguilla: Eel (17) Lampetra planeri: Brook Lamprey (4) Salmo salar: Atlantic Salmon (31)   | records in this tile from 1995<br>onwards contained records for<br>the following (recorded sightings<br>in brackets)  |  |  |  |

| Topic Area | Option A   | Option B  | Option C   | Option D | Option A&C | Option C&D |
|------------|--|---|--|----------|------------|------------|
|            | Salmo trutta: Brown/Sea Trout                                | Salmo trutta subsp. fario: Brown                                |  |          |            |            |
|            | (31)   | Trout (2)   | Lepus europaeus: Brown Hare (1)                                |          |            |            |
|            |  | Salmo trutta: Brown/Sea Trout                                   | Lepus timidus: Mountain Hare (4)                               |          |            |            |
|            | With reference to the Whitelaw                               | (31)  | Lutra lutra: Otter (14)  |          |            |            |
|            | Brae Windfarm ES, the dominant                               |   | Pipistrellus pipistrellus: Pipistrelle                         |          |            |            |
|            | habitat in the northern portion of                           | Option B also crosses the River                                 | (1)  |          |            |            |
|            | the route option is Wet Modified                             | Tweed by Pipershole Burn (a                                     | Pipistrellus pygmaeus: Pipistrelle                             |          |            |            |
|            | Bog with stands of Blanket Bog by the access road and bridge | provisional Local Biodiversity Site). The option then proceeds  | (2) Sciurus vulgaris : Red Squirrel (2)                        |          |            |            |
|            | crossing the River Tweed, with                               | south via partially felled conifer                              | Anguilla anguilla: Eel (17)                                    |          |            |            |
|            | Semi-improved Acid Grassland                                 | plantation woodland at Badlieu                                  | Lampetra planeri: Brook Lamprey                                |          |            |            |
|            | and there are stands of Highly                               | Rig to Middle Rig where it crosses                              | (4)  |          |            |            |
|            | GWDTE.   | a small burn "Crinshie Grain".                                  | Salmo salar: Atlantic Salmon (31)                              |          |            |            |
|            | GWD1E.   | The route runs parallel to "Back                                | Salmo trutta subsp. fario: Brown                               |          |            |            |
|            | To the south the route goes via                              | Burn" until it crosses another                                  | Trout (2)  |          |            |            |
|            | Middle Rig passing through                                   | small burn "Broon Slack". All of                                | Salmo trutta: Brown/Sea Trout                                  |          |            |            |
|            | felled/ commercial conifer                                   | these will require survey should                                | (31)   |          |            |            |
|            | plantation woodland before                                   | this Option go forward.   | ` ,  |          |            |            |
|            | crossing the A74(M). The route                               |   | The route south passes through                                 |          |            |            |
|            | crosses the Clydes Burn north of                             | There is also a small body of                                   | felled, and in some areas recently                             |          |            |            |
|            | Dead Side/ Nap Hill before                                   | water ~500m south of the route                                  | replanted, and sections of dense                               |          |            |            |
|            | crossing the A74(m), and Old                                 | option which will require                                       | plantation forestry. Before                                    |          |            |            |
|            | March Burn and Thief Cleuch"                                 | surveying for otter.  | entering partially felled conifer                              |          |            |            |
|            | south of the A74(M) where much                               | Once the option crosses the                                     | plantation woodland by "Tinny                                  |          |            |            |
|            | of the conifer plantation                                    | A74(M) the route passes though                                  | Bank".   |          |            |            |
|            | woodland has been felled.                                    | conifer plantation woodland                                     |  |          |            |            |
|            | A second section MBM Color                                   | before it crosses the small burn                                | The route option also crosses a                                |          |            |            |
|            | A search on the NBN Gateway                                  | "Thief Cleuch"  | number of small burns north of                                 |          |            |            |
|            | (OS tile NT02): for species records in this tile from 1995   | Courth of the AZA/NA\ marrish of the                            | the A74(M)such as "Rowantree                                   |          |            |            |
|            | onwards contained records for                                | South of the A74(M) much of the conifer plantation woodland has | Grains" and "Straigh Step" and Bidhouse Grains to the South of |          |            |            |
|            | the following (recorded sightings                            | been felled.  | the A74(AM)  |          |            |            |
|            | in brackets)   | been rened.   | the A74(AW)  |          |            |            |
|            | in brackets)   | Given that the option crosses                                   | A search on the NBN Gateway                                    |          |            |            |
|            | Lepus europaeus: Brown Hare (1)                              | potentially sensitive and wet                                   | (OS tile NTO2): for species                                    |          |            |            |
|            | Lepus timidus: Mountain Hare(3)                              | habitats in the north and crosses                               | records in this tile from 1995                                 |          |            |            |
|            | Lutra lutra : Otter (6)                                      | the River Tweed and a number of                                 | onwards contained records for                                  |          |            |            |
|            | Sciurus vulgaris: Red Squirrel (7)                           | burns where there are no  | the following (recorded sightings                              |          |            |            |
|            |  | crossing points this option is                                  | in brackets)   |          |            |            |
|            | Retain: Y (with mitigation)                                  | deemed to be ecologically                                       |  |          |            |            |
|            | Adjust: N  | sensitive.  | Lepus europaeus: Brown Hare (1)                                |          |            |            |
|            | Eliminate: N   |   | Lepus timidus: Mountain Hare(3)                                |          |            |            |
|            |  | A search on the NBN Gateway                                     | Lutra lutra : Otter (6)  |          |            |            |
|            |  | (OS tile NT02): for species                                     | Sciurus vulgaris: Red Squirrel (7)                             |          |            |            |
|            |  | records in this tile from 1995                                  |  |          |            |            |
|            |  | onwards contained records for                                   | Retain: Y (with mitigation)                                    |          |            |            |
|            |  | the following (recorded sightings                               | Adjust: N  |          |            |            |
|            |  | in brackets)  | Eliminate: N   |          |            |            |

| Topic Area  | Option A                         | Option B   | Option C                        | Option D                          | Option A&C                       | Option C&D                     |
|-------------|----------------------------------|--|---------------------------------|-----------------------------------|----------------------------------|--------------------------------|
|             |                                  | Lepus europaeus: Brown Hare (1) Lepus timidus: Mountain Hare(3) Lutra lutra: Otter (6) Sciurus vulgaris: Red Squirrel (7)  Retain: Y (with mitigation) Adjust: N |                                 |                                   |                                  |                                |
| Historic    | Comment: This potentially        | Eliminate: N  Comment: Along with D this is  | Comment: This potentially       | Comment: Along with B this is     | Comment: This potentially        | Comment: Along with B this is  |
| Environment | impacts the highest number of    | the equal best route from a  | impacts the second highest      | the equal best route from a       | impacts the highest number of    | the equal best route from an   |
|             | Scheduled Monuments and HER      | known Archaeology/CH   | number of Scheduled             | known Archaeology/CH              | Scheduled Monuments and HER      | Archaeology/CH perspective;    |
|             | entries. If retained for other   | perspective – only one Scheduled   | Monuments and HER entries. If   | perspective – only one Scheduled  | entries. If retained for other   | there no known heritage assets |
|             | reasons, the route/design should | Monument will be potentially   | retained for other reasons, the | Monument will be potentially      | reasons, the route/design should | within the 50m corridor.       |
|             | be adjusted to avoid as many     | impacted, and only one HER   | route/design should be adjusted | impacted, and only one HER        | be adjusted to avoid as many     |                                |
|             | assets as possible.              | entry is within the 50m corridor.  | to avoid as many assets as      | entry is within the 50m corridor. | assets as possible.              |                                |
|             |                                  |  | possible.                       | This also crosses upland areas of |                                  | Retain: Y                      |
|             | Retain: N                        | Retain: Y  |                                 | low/negligible archaeological     | Retain: N                        | Adjust: N                      |
|             | Adjust: N                        | Adjust: N  | Retain: N                       | potential.                        | Adjust: Y                        | Eliminate: N                   |
|             | Eliminate: Y                     | Eliminate: N   | Adjust: N                       |                                   | Eliminate: Y                     |                                |
|             |                                  |  | Eliminate: Y                    | Retain: Y                         |                                  |                                |
|             |                                  |  |                                 | Adjust: N                         |                                  |                                |
|             |                                  |  |                                 | Eliminate: N                      |                                  |                                |

| Topic<br>Area                                  | Link A1   | Link A2   | Link A1 & A2   | Link AB   | Link BC1  | Link BC2  | Link BC3  | Link BC4  | Link BC5  | Link BC2 & BC4   | Link BC3 & BC5   |
|--|---|---|--|---|---|---|---|---|---|--|--|
| likelihood of<br>A judgement<br>likely avoid a | Landscape and Visual Note: When considering the landscape and visual criteria for each route option, consideration was given to their attributes and proximity to each Option or Link. A judgement was then made as to the likelihood of the specific criterion (landscape sensitivity, or residential visual amenity, etc.) being susceptible to change as a result of the introduction of the proposed development (the grid connection).  A judgement of high indicates that a specific criterion, particular aspect would most likely be adversely effected by the grid connection if it were placed along this route, and a judgement of low indicates that the route option would likely avoid adverse effects on this criterion.  A judgement of none means that the criterion is not of concern, e.g., if there are no residential properties within the vicinity of a route, or the route avoids all areas of commercial forestry. |   |  |   |   |   |   |   |   |  |  |
| Landscape<br>and Visual                        | Starting to the south of the transport corridor, a 4.5km loop around the north and west of Hill End, through forestry and a wind farm before connecting with the substation At Clyde Wind Farm  | Starting to the south of the transport corridor, a 3km route which heads broadly south through commercial forestry following the contours of the landscape around Ring Hill and Archibald | A 1km east-west stretch across the busy transport corridor after Option A emerges from the commercial forestry southeast of Little Clyde Roman Camp. | A 1km north-east to south-west alternate link connecting Options A and B to the west of Badlieu Rig. The link is entirely through an area of commercial forestry.  Landscape sensitivity (low – | Link BC1 is a direct 570m stretch of route connecting Options B and C at their closest point just to the north of the central area of each route. The link is to the south of Badlieu Rig and between 150m-335m | Link BC2 is a 1.7km north-east to south-west route to the east of the A701 through commercial forestry along the western slopes of Tweedhopefoot Rig. Where the route emerges from the forestry | Link BC3 continues from BC2 for ~700m up the eastern slope of Little Bog Hill through commercial forestry. At the boundary of South Lanarkshire and Scottish Borders the route turns westwards, | A 1km link connecting BC2 and Option C. Entirely within commercial forestry around the north-western foot of Tweedhopefoot Rig, except for the 100m stretch when the link would cross the A701. | Link BC5 runs north-east to south-west for 1.3km along/adjacent to an existing track to the south of Smid Hope Burn up the northern slope of Little Bog Hill through commercial forestry. At this | Link BC2 is a 1.4km north-to- south route which broadly runs parallel to east of the River Tweed from near the confluence of Middle Sike Burn and Papershole Burn with the River Tweed. The route is through | Entirely located within South Lanarkshire a 1.3km east-west link though commercial forestry on the lower slopes between Middle Rig (to the north) and The Rig (to the south). The link would need to cross Clerk |

| South from the north-west.    South from the north-west.   before re-joining Option A just   Landscape sensitivity (low—the route avoids high ground and runs through a landscape of commercial forestry, and a windfarm);   Residential Visual Amenity (medium—the route avoids medium—the route passes 300m east, and on slightly higher ground, of properties at Crookedstane);   Visual amenity (low—the OHL would be close to Core Paths and a National Cycle Route, but this route);   Susal Amenity (low—the OHL would be close to Core Paths and a National Cycle Route, but this route);   Susal amenity (low—the route avoids high ground and other industrial and a National Cycle Route, but this route);   Susal amenity (low—the route avoids the route avoids high ground and rous through a landscape of commercial forestry);   Susal amenity (low—the OHL would be close to Core Paths and a National Cycle Route, but this route);   Susal amenity (low—the route avoids the route avoids high ground and rous through a landscape of commercial forestry);   Susal amenity (low—the OHL would be close to Core Paths and a National Cycle Route, but this route);   Susal amenity (low—the industrial and a National Cycle Route, but this route);   Susal amenity (low—the industrial and a National Cycle Route, but this route);   Susal amenity (low—the industrial and a National Cycle Route, but this route);   Susal amenity (low—the route avoids the same direction for the A701. The same direction for the A701. The same direction for the A701. The flank capre in the A701. The same direction for the A701. The flank capre in the A701. The same direction for the A701. The same direction for the A701. The same direction for the A701. The flank capre in the A701. The same direction for the A701. The flank and and a National Cycle foote, but its route avoids high ground and rounterial forestry. (recently felled) up the south-eastern on residential rounts through a landscape of through carriageway of the A701. The flank and and a National Cycle foote, but its route | cent to the ern Landscape                |
|--|--|
| South from the north-west. Defore re-joining Option A just prior to the sensitivity (low the route avoids high ground and runs through a landscape of commercial forestry and a windfarm); Residential Visual amenity (medium – the route avoids high ground and runs through a landscape of ground, of properties at Crookedstane); Visual amenity (mow—the OHL would cross Core Paths and a National Cycle Route, but Visual amenity (low—the OHL would be in the route); avoids being routed and and a National Cycle Route, but the route is west of the route avoids high ground and runs through a landscape of commercial forestry (medium – the route avoids high ground and other industrial and a National Cycle Route, but the route is west of the route avoids high ground and other industrial and a National Cycle Route, but the route); and and and analysing and   | and Back Burn. cent to the ern Landscape |
| north-west.   before re-joining Option A just   Dotton A jus   | and Back Burn. cent to the ern Landscape |
| north-west.   before re-joining Option A just   Dotton A jus   | and Back Burn. cent to the ern Landscape |
| Landscape sensitivity (low – the route avoids high ground and runs through a landscape of commercial side. South substation forestry and a windfarm); Residential Visual Amenity (medium – the route avoids (medium – the route passes 300m east, and on slightly higher ground, of properties at Crookedstane); Visual amenity (low – there are ground, of properties at Crookedstane); Visual Amenity (low – the Paths and a National Cycle Route, but this route); Visual Amenity (low – there are ground, of properties at the route avoids high ground and properties within and a National Cycle Route, but this route); The rough and a National Cycle Route, but this route); The rough and a National Cycle Route, but this route); The rough and and National Cycle Route, but this route); The rough and and National Cycle Route, but this route); The rough and and National Cycle Route, but this route); The rough and and National Cycle Route, but this route); The rough and cornectial dominated by a commercial fink is entirely ilink is entirely in the vicinity of the frough an area of commercial forestry); Commercial forestry, (recently forestry. (recently forestry.) the route avoids high ground and through and commercial south-west and 160n continues for route avoids high ground and through and commercial forestry. (recently forestry.) (recently forestry. (recently forestry.) the route avoids high ground and through and south-west and south- | ern <b>Landscape</b>                     |
| sensitivity (low — the route avoids high ground and runs through a landscape of commercial forestry and a windfarm); Residential visual Amenity (medium — the route avoids high ground and on slightly higher ground, of properties at Crookedstane); Visual amenity (low—the route hasses and a properties at Crookedstane); Visual amenity (low—the route avoids high ground and on slightly higher ground, of properties at Crookedstane); Visual amenity (low—the route avoids high ground and on slightly higher ground, of properties at Crookedstane); Visual amenity (low—the route avoids high ground and on slightly higher ground, of properties at Crookedstane); Visual amenity (low—the route avoids high ground and on slightly higher ground, of properties at Crookedstane); Visual amenity (low—the toole and and and a National cycle Roman Camp); Visual amenity (low—the route avoids high ground and on slightly higher ground, of properties at to Crookedstane); Visual amenity (low—the route avoids high ground and on slightly higher ground, of properties at Crookedstane); Visual amenity (low—the vicinity of the properties at Crookedstane); Visual amenity (low—the route avoids high ground and on slightly higher ground, of properties at Crookedstane); Visual amenity (low—the route avoids high ground and properties at Crookedstane); Visual amenity (low—the route avoids high ground and to runs through a band sational the vicinity of the route avoids high ground and visual amenity (low—the route avoids high ground and v |  |
| the route avoids high ground and runs through a landscape of commercial forestry and a windfarm); Residential Visual Amenity (medium – the route passes 300m east, and on slightly higher ground, of properties at Crookedstane); Visual Amenity (low – the OHL would be close to Core Paths and a National Cycle Route, but this route); Visual Amenity (low – the OHL would be close to Core Paths and a National Cycle Route, but this route); Visual Amenity (corridor); Residential visual amenity (commercial forestry, and a windfarm); Residential visual amenity (medium – the route avoids high ground and the vicinity of the route avoids high ground and on slightly higher on or esidential would be close to Core Paths and a National Cycle Route, but this route); are and a National Cycle Route, but this route; are and a visual amenity (corridor and other industrial and a National Cycle Route, but this route); are and a National Cycle Route, but this route; are are forestry, inched and route passes to Core Paths and a National Cycle Route, but this route; are forestry in the route and and a National Cycle Route, but this route; are forestry in the route, and a wising amenity (none – there are to commercial of commercial forestry, inched and a National Cycle Route, but this route; are forestry in the route avoids high ground and the vicinity of the the route avoids high ground and the vicinity of the through and the vicinity of the this route; are forestry in the vicinity of the this route; are forestry in the vicinity of the through and and vational Cycle Route, but this route; are forestry in the vicinity of the through and and vational Cycle Route, but this route; are forestry in the vicinity of the through and the vicinity of the through and activities where the link forestry. In through and one route avoids high ground and through and properties within the vicinity of  |  |
| high ground and runs through a landscape of commercial andscape of commercial forestry and a windfarm);  Residential forestry and a windfarm);  Residential visual Amenity (medium – the route avoids high ground and on slightly higher ground, of properties at Crookedstane);  Visual Amenity (low – the OHL would be close to Core Paths and a National Cycle Route, but this route);  Visual Amenity (low – the OHL would be close to Core Paths and a landscape of transport corridors);  New John Scape (corridor);  Residential visual amenity (none – there are transport or corridor);  New John Scape (corridor);  Residential visual amenity (none – there are transport or corridor);  New John Scape (corridor);  New John Scape (corridor);  Nesidential visual amenity (none – there are transport or commercial the route);  New John Scape (commercial forestry. (recently felled) up the felled) up the felled) up the route avoids high ground and runs through a sensitivity (low – the route avoids high ground and runs through a landscape of commercial the route avoids high ground and runs through a landscape of sensitivity (low – the route avoids high ground and runs through a landscape of sensitivity (low – the route avoids high ground and runs through a landscape of sensitivity (low – the route avoids high ground and runs through a landscape of sensitivity (low – the route avoids high ground and runs through a landscape of sensitivity (low – the route avoids high ground and runs through a landscape of sensitivity (low – the route avoids high ground and runs through a landscape of sensitivity (low – the route avoids high ground and runs through a landscape of sensitivity (low – the route avoids high ground and runs through a landscape of sensitivity (low – the route avoids high ground and runs through a landscape of sensitivity (low – the route avoids high ground and runs through a landscape of sensitivity (low – the route avoids high ground and runs through a landscape of sensitivity (low – the route avoids forestry); wisual amenity (l | ndary of an sensitivity (low –           |
| runs through a landscape of commercial forestry and a windfarm); Residential Visual Amenity (medium – the route avoids (mone – avoids on slightly higher ground and properties at Crookedstane); Visual amenity (low – the OHL would be close to Core Paths and a National Cycle Route, but this route); visual amenity (low – there are no residential properties within and a National Cycle Route, but this route); this route); visual amenity (low – there are no residential cormor residential other industrial activities where in the vicinity of the vicinity o | of the route avoids                      |
| landscape of commercial forestry and a windfarm); Residential Visual Amenity (medium — the route avoids (medium — the route avoids (medium — the route avoids) high ground and on slightly higher ground, of properties at Crookedstane); Visual Amenity (low—the OHL would be close to Core Paths and and National Cycle Route, but it soute);  Visual Amenity (low—the OHL would be close to Core Paths and A shational Cycle Route, but it sroute);  Visual Route of commercial forestry and a windfarm); Cycle Route, but this route);  Visual Amenity (low—the OHL would be close to Core Paths and a Cycle Route, but this route);  Visual amenity (low—the OHL would be close) to Core Paths and a Cycle Route, but this route);  Visual amenity (low—bases of commercial to commercial forestry); Tweedhopefoot, high ground and visual amenity (low—the OHL would be vicinity of the property at this route); Tweedhopefoot, forestry); Tweedhopefoot, forestry and properties within the vicinity of | mercial high ground and                  |
| commercial forestry and a windfarm); Residential Visual Amenity (medium – the route avoids high ground and on slightly higher ground, of properties at Crockedstane); Visual Amenity (low – the Post and and sational to Crocke Paths and a National Cycle Route, but the coute); Visual Amenity (low – the Paths and a National Cycle Route, but the coute passes to Cycle Route, but the coute passes and a windfarm); Visual Amenity (low – the Paths and a National Cycle Route, but this route);  Took a sensitivity (low – the Paths and a National Cycle Route, but this route);  Took a sensitivity (low – the vicinity of the route avoids this route); bigh ground and through a landscape of commercial the vicinity of and a National Cycle Route, but this route); the route avoids the vicinity of the route avoids this route); bigh ground and through a landscape of commercial the vicinity of and a National Cycle Route, but this route); the route avoids this route); the route avoids this route); the vicinity of the route avoids this properties within the vicinity of the route avoids this route); the properties within the vicinity of the route avoids this prouph a landscape of commercial the vicinity of t | stry. The runs through a                 |
| forestry and a windfarm); Residential Visual Amenity (medium – the route avoids (medium – the route passes around on slightly higher ground, of properties at Crookedstane); Visual amenity (low – the OHL would excessible visual amenity (low – the OHL would be in the vicinity of the vici | hern most landscape of                   |
| windfarm); Residential Visual Amenity (medium – the route avoids high ground and route passes 300m east, and on slightly higher ground, of properties at Crookedstane); Visual amenity (low –the OHL would be close to Core Paths and a National Cycle Route, but  Visual Amenity (low –the OHL would be close to Core Paths and a National Cycle Route, but  Visual Amenity (imedium – the route avoids the route avoids high ground and runs through a landscape of the route avoids high ground and runs through a landscape of sensitivity (low – the route avoids high ground and runs through a landscape of commercial runs through a landscape of sensitivity (low – the route avoids high ground and runs through a landscape of runs through a runs through a runs through a route avoids high ground and runs through route avoids high ground and runs through a route avoids high ground and runs through a route avoids high ground and route avoids high ground and runs through route avoids high ground and r | n of the commercial                      |
| Residential Visual Amenity (low – the route avoids (medium – the route avoids a 300m east, and on slightly higher ground, of properties at Crookedstane); Visual Amenity (low – the OHL (low – the OHL (low – the OHL would be close would be close and and a National Cycle Rose). To the route avoids (low – the OHL on the Order of the route); this route); this route); this route); thigh ground and runs through a landscape of on slightly higher ground, of the commercial properties at Crookedstane); Visual Amenity (low – the OHL would be close and a National Cycle Route, but this route); this route); the route avoids high ground and runs through a landscape of commercial through a landscape of ground, of the route avoids high ground and properties at Crookedstane); Visual Amenity (low – the OHL would be close and a National Cycle Route, but this route); the route avoids high ground and runs through a landscape of commercial forestry); high ground and runs through a landscape of the route avoids high ground and runs through a landscape of grostry likely to sensitivity (low – the route avoids high ground and runs through a landscape of grostry likely to screen views of this section); Visual amenity (none – there are voide the vision the vision ty of the vicinity of the transport and a National Cycle Route, but this route); the vicinity of the transport of the vicinity of the the vicinity of the transport and a National Cycle Route, but this route); the route avoids high ground and runs through a landscape of this route); the order of orestry); more residential forestry); more residential visual amenity (none – there are the vicinity of the vici | e are forestry);                         |
| Visual Amenity (medium – the route avoids high ground and route passes and on slightly higher ground, of properties at Crookedstane); Visual Amenity (low—the OHL would be close to Core Paths and a National Cycle Route, but this and a National Cycle Route, but this route);  Visual Amenity (medium – the route avoids high ground and rous through a landscape of commercial wisual amenity (low—the OHL would be close and a National Cycle Route, but this route);  Visual Amenity (medium – the route avoids high ground and through forestry); high ground and through forestry); high ground and through forestry); high ground and runs through a landscape of commercial the route avoids high ground and through forestry); high ground and runs through a landscape of commercial would rors commercial properties within the vicinity of the route avoids high ground and through forestry); high ground and runs through a landscape of commercial the route avoids high ground and runs through a landscape of commercial the route avoids high ground and runs through a landscape of commercial the route avoids high ground and runs through a landscape of commercial the route avoids high ground and runs through a landscape of commercial the route avoids landscape of commercial the route avoids landscape of commercial the route avoids landscape of commercial landscape of commercial the route avoids landscape of commercial landscape of c | ugh <b>Residential</b>                   |
| (medium – the route passes and on slightly higher ground, of properties at Crookedstane); Visual amenity (low – the OHL would be in the would be close to Core Paths and a National Cycle Residential to Cycle Route, but this route);  (medium – the route passes and runs through a landscape of runs through a landscape of on slightly higher ground, of properties at Crookedstane); Visual amenity (low – the OHL would be in the would be close to Core Paths and a National Cycle Route, but this corridor and on a National Cycle Route, but this route);  (medium – the route avoids high ground and through alandscape of commercial forestry); more sidential through through alandscape of commercial through through alandscape of runs through a landscape of through alandscape of runs through alandscape of through alandscape of runs through alandscape of this section); Usual amenity (mone – there are vicinity of the vicinity of the vicinity of the vicinity of this route); properties within and a National Cycle Route, but this route); which forms a corridor and other industrial and a National Cycle Route, but this route); the Tweedsmuir through through through and alandscape of commercial through thr | mercial visual amenity                   |
| route passes 300m east, and on slightly higher ground, of properties at Crookedstane); Visual amenity (low—the OHL would be close would be close to Core Paths and a National Cycle Route, but this route);  Indicate passes 300m east, and landscape of commercial ground, of properties at Crookedstane by the vicinity of the to Core Paths and a National Cycle Route, but this route);  Indicate passes 300m east, and landscape of commercial forestry likely to screen views of through through through through through forestry); high ground and through forestry likely to screen views of this section); Landscape of commercial forestry); high ground and through through and and through screen views of this section); Visual amenity (mone—there are no residential visual amenity (mone—there are no residential visual amenity (mone—avoids the vicinity of the toroute avoids high ground and through through the vicinity of the toroute avoids high ground and through through the vicinity of the toroute avoids high ground and through through the vicinity of the vicinity of the toroute avoids high ground and through through the vicinity of the vicinity of the toroute avoids high ground and through through the vicinity of the vicinity of the toroute avoids high ground and through through the vicinity of the vicinity of the toroute avoids high ground and through through the vicinity of the vicinity of the toroute avoids high ground and through through the vicinity of the vicinity of the toroute avoids high ground and through throu | stry at the (none – there are            |
| 300m east, and on slightly higher ground, of orestry and a properties at Crookedstane); Visual amenity (low—the OHL would be close to Core Paths and a National Cycle Route, but this route); Cycle Route, but this route the route runs through a runs through and runs throu | hern foot of no residential              |
| on slightly higher ground, of ground, of properties at Crookedstane); Visual amenity (low—the OHL would be close to Core Paths and a National Cycle Route, but this route); Cycle Route, but the round of the route accessible visual forestry away bisal amenity (none—there are no residential properties within the vicinity of other industrial activities where are nor residential this route); Cycle Route, but this route); Cycle Route, but the round of the route accessible visual amenity (none—there are no residential properties within the vicinity of other industrial activities where are nor residential the vicinity of the transport of the Tweedsmuir high ground and high  | edhopefoot properties within             |
| ground, of properties at properties at Crookedstane); Visual amenity (low — the OHL would be close would be close and a National Cycle and a National Cycle Route, but this route); The Core Paths and a National Cycle would be close and a National Cycle Route, but this route); Tysual amenity (crookedstane); Cycle Route, but this properties within properties within the vicinity of the properties within the vicinity of the properties within the vicinity of the transport and a National Cycle Route, but this properties within the vicinity of the this route); Tweedhopefoot, Cycle Route, but this route); Tweedhopefoot, this route); Tweedhopefoot, this route); Iandscape of commercial the vicinity of the vicinity of the vicinity of the this route); Iandscape of commercial the vicinity of the vicinity of the this route); Iandscape of the vicinity of the vicinity of the vicinity of the this route); Iandscape of this route); Iandscape of the vicinity of the vicinity of the vicinity of the this route); Iandscape of this route); Iandscape of this route); Iandscape of the vicinity of this route); Iandscape of the vicinity of the vic | the vicinity of                          |
| properties at Crookedstane); Visual amenity (low – the OHL would be close to Core Paths and a National Cycle Route, but this route); Cycle Route, but this route); And a National Cycle Route, but this route); Cycle Route, but this route); And a National Cycle Route, but this route, but this route); And a National Cycle Route, but this route, but the vicinity of other industrial activities where the Tweedsmuir the route roceptors); but the vicinity of the vic | this route);                             |
| Crookedstane); Visual amenity (low –the OHL would be close to Core Paths and a National Cycle Route, but this route); A content of the vicinity of the to Cycle Route, but this route); A content of the vicinity of the to Cycle Route, but this route); A content of the vicinity of the vicinity of the to Core Paths and a National Cycle Route, but this route); A content of the vicinity of the vicinity of the vicinity of the to Core Paths and a National Cycle Route, but this route); A content of the vicinity of the vicinity of the vicinity of the to Core Paths and a National Cycle Route, but this route); A content of the vicinity of the vicinity of the vicinity of the to Core Paths and a National Cycle Route, but this route); A content of the vicinity of the vicinity of the vicinity of the to Core Paths and a National Cycle Route, but this route); A content of the vicinity of the vicinity of the to Core Paths and a National Cycle Route, but this route); A content of the vicinity of the vicinity of the vicinity of the to Core Paths and a National Cycle Route, but this route); A content of the vicinity of the vicinity of the to Core Paths and a National Cycle Route, but this route); A content of the vicinity of the vic | scape Visual amenity                     |
| Visual amenity (low – the OHL would be close to Core Paths and a National Cycle Route, but National Cycle Residential Cycle Route, but National Cycle Residential Cycle Route, but National Cycle Residential Cycle Route, but National Cycle Route, but Nat | ·   `                                    |
| (low –the OHL would be close to Core Paths and a National Cycle Route, but this route);  (low –the OHL would be close to Core Paths and a National Cycle Route, but this route);  (low –the OHL would be close to Core Paths and a National Cycle Route, but this route);  (low –the OHL would be close to Core Paths and a National Cycle Route, but this route);  (low –the OHL (none – there are no residential transport designations (medium – this route);  (medium – 220m this route);  (medium – visual amenity (medium – 220m this route);  (medium – avoids through through commercial through commercial through commercial through this route);  (none – avoids through and through commercial through commercial through through commercial forestry);  (medium – 220m this route);  (medium – 220m this route);  (medium – avoids through through commercial through through commercial through through commercial forestry);  (medium – 220m this route);  (medium – avoids through through commercial through through commercial through through commercial forestry);  (medium – 220m this route);  (medium – avoids through through commercial through through through commercial through thr | dium-high – high ground and              |
| would be close to Core Paths and a National Cycle Route, but This route); transport to Core Route, but This route); transport transport transport to Core Paths and a National Cycle Route, but This route); transport transport designations (medium – 20m from property at this route); the Tweedsmuir the Tweeds | oute crosses through                     |
| to Core Paths and a National Cycle Route, but properties within this route); this route); commercial activities where commercial the Tweedsmuir the Tweedsmu | moorland commercial                      |
| and a National the vicinity of Cycle Route, but this route); other industrial activities where the Tweedsmuir high ground and however forestry forestry away the commercial forestry away the commercial forestry away however forestry away the commercial forestry away the commerc | cent to the forestry away                |
| Cycle Route, but this route); activities where the Tweedsmuir high ground and however forestry forestry away Landscape Residential visual  | r Tweed); from any publicly              |
|  |  |
| I this would be in I Vieual amagnitur. I the existing I Unlands CIAN. I through I likely to coroon I trom any nublishy I designations. I vieual amagnitur. I high  | receptors); 1 – 110m Landscape           |
|  | · '                                      |
| the vicinity of (low – the OHL visual amenity is Length of commercial views of this accessible visual (medium – (none – there are from   |  |
|  | edhopefoot (none – none of               |
|  |  |
|  | vening within a ening and designated     |
|  | n from landscape);                       |
|  | erty at Length of                        |
| of a low value); the transport designated wherever (medium – section of the within the the route is high ground and Badli  |  |
|  | al amenity Forestry (high –              |
|  | dium – the the route is                  |
|  | would be entirely within                 |
|  | cent to the commercial                   |
|  | (which forestry,                         |
|  | s a section wherever                     |
|  | e Edinburgh   possible existing          |
|  | ic Route) for   firebreaks and           |
|  | , although it trackways would            |
| Forestry the route is is a viable link is a viable link forestry, corridor (1.7km); wherever be followed to the eastern half would   | - I I                                    |
| (medium – the within a with limited with limited wherever possible existing try and reduce of the route is backet  | ld be be followed to                     |

| Topic<br>Area | Link A1   | Link A2  | Link A1 & A2  | Link AB  | Link BC1  | Link BC2   | Link BC3  | Link BC4   | Link BC5   | Link BC2 & BC4  | Link BC3 & BC5   |
|---------------|---|--|---|--|---|--|---|--|--|---|--|
|               | route goes through 1.7km of forestry and felling would be unavoidable, wherever possible existing firebreaks and trackways would be followed to try and reduce the level of felling required)  Conclusion – a viable link with the main areas of concern being likely effects on residential visual amenity and the extra length of OHL this link would create. | designated landscape); Length of corridor (3km); Forestry (low – the route goes through a small patch of forestry and felling would be unavoidable, wherever possible existing firebreaks and trackways would be followed to try and reduce the level of felling required)  Conclusion – this is a viable link with limited likely effects should main route Option A be taken forward. If Option A was taken forward this link would be preferable to the southern section of Option A. | likely effects should main route Option A be taken forward. | likely effects should the southern section of main route Option A be taken forward. The main effect would be on a short stretch of forestry. | possible existing firebreaks and trackways would be followed to try and reduce the level of felling required)  Conclusion – this is a viable link with limited likely effects should Options B and C both be taken forward and linked. The main effect would be on a short stretch of forestry. | Forestry (high – the route is entirely within commercial forestry except for where it crosses the A701, however wherever possible existing firebreaks and trackways would be followed to try and reduce the level of felling required)  Conclusion – although not preferred this is a viable link with likely effects limited to residential visual amenity and forestry, should Options B and C both be taken forward and linked.  It is noted that link BC2 & BC4 has been eliminated from further consideration, which would make this potential route obsolete and therefore also eliminated from further consideration. | firebreaks and trackways would be followed to try and reduce the level of felling required)  Conclusion – this is a viable link with limited likely effects, except on forestry, should Options B and C both be taken forward and linked. | the level of felling required)  Conclusion — although not preferred this is a viable link with likely effects limited to residential visual amenity and forestry, should Options B and C both be taken forward and linked.  It is noted that link BC2 & BC4 has been eliminated from further consideration, which would make this potential route obsolete and therefore also eliminated from further consideration. | within the Tweedsmuir Uplands SLA); Length of corridor (2.2km); Forestry (high – the route is almost entirely within commercial forestry, wherever possible existing firebreaks and trackways would be followed to try and reduce the level of felling required)  Conclusion – this is a viable link with limited likely effects, except on forestry, should Options B and C both be taken forward and linked. | commercial forestry on rising land; Landscape designations (medium – entirely within the Tweedsmuir Uplands SLA); Length of corridor (1.4km); Forestry (low – the route avoids commercial forestry except for the most southerly 100m)  Conclusion – due to likely effects on landscape sensitivity and residential visual amenity this is not a preferred route and should be eliminated from further consideration. | the level of felling required)  Conclusion – this is a viable link with limited likely effects, except on forestry, should Options B and C both be taken forward and linked. |

| Topic<br>Area  | Link A1  | Link A2   | Link A1 & A2   | Link AB   | Link BC1   | Link BC2  | Link BC3  | Link BC4   | Link BC5  | Link BC2 & BC4  | Link BC3 & BC5  |
|----------------|--|---|--|---|--|---|---|--|---|---|---|
| Alea           |  |   |  |   |  |   |   |  |   |   |   |
| Ecology<br>and | Comment:   | Comment:  | Comment:   | Comment:  | Comment:   | Comment:  | Comment:  | Comment:   | Comment:  | Comment:  | Comment:  |
| Biodiversity   | Option A1 potentially crosses the Clydes Burn south of the A74(M) and is routed through an area of felled/plantation woodland.  This area will potentially require survey for otter.  The Habitats from aerial photographs look like bog/ marshy grassland/ semi- improved grassland.  Species within the vicinity of the route option are as yet unknown.  Retain: Y (with mitigation) Adjust: N Eliminate: N | Option A2 enters the area at the same point as Option A1 before diverging around Ring Hill before joining up with Option A for a short distance.  This will potentially require survey for otter and water vole.  The Habitats from aerial photographs look like bog/marshy grassland/ semi-improved grassland.  Retain: Y Adjust: N Eliminate: N | Option A1 & A2 No known ecological constraints other than the potential crossing of Clydes Burn. This will potentially require survey for otter.  Retain: Y Adjust: N Eliminate: N | Option AB follows a route through commercial conifer plantation forestry of potentially low ecological value.  Retain: Y Adjust: N Eliminate: N | Option BC1 follows a route through commercial conifer plantation forestry of potentially low ecological value.  Retain: Y Adjust: N Eliminate: N | Option BC2 follows a route through partially felled commercial conifer plantation forestry of potentially low ecological value.  Retain: Y Adjust: N Eliminate: N | option BC3 follows a route through partially felled commercial conifer plantation forestry of potentially low ecological value.  Retain: Y Adjust: N Eliminate: N | Option BC4 follows a route through commercial conifer plantation forestry of potentially low ecological value.  Retain: Y Adjust: N Eliminate: N | Option BC5 is located to the north of BC3 and follows a route through commercial conifer plantation forestry of potentially low ecological value.  Retain: Y Adjust: N Eliminate: N | Option BC2 & BC4 crosses, and is adjacent to, the River Tweed SAC for a short distance. Otter are a qualifying feature of the River Tweed SAC and SSSI. There are historic records of otter activity in the area.  Adult trout and Atlantic salmon have been recorded as have juvenile Salmonids. There are also historic records for European eels (Anguilla anguilla). In the wider area. Brook Lamprey (Lampetra planeri).  Retain: Y (with mitigation) Adjust: N Eliminate: N | Option BC3 & BC5 is routed through partially felled conifer plantation.  Retain: Y Adjust: N Eliminate: N |
| Archaeology    | Comment: Comes close to a number of HER  | Comment:<br>No known issues   | Comment:<br>Comes close to a<br>number of HER  | Comment:<br>No known issues   | Comment:<br>No known issues  | Comment:<br>No known issues   | Comment:<br>No known issues   | Comment:<br>No known issues  | Comment:<br>No known issues   | Comment:<br>No known issues   | Comment:<br>Comes close to<br>one HER entry   |
|                | entries & a<br>Scheduled<br>Monument   | Retain: Y<br>Adjust: N<br>Eliminate: N  | entries & a<br>Scheduled<br>Monument   | Retain: Y<br>Adjust: N<br>Eliminate: N  | Retain: Y<br>Adjust: N<br>Eliminate: N   | Retain: Y<br>Adjust: N<br>Eliminate: N  | Retain: Y<br>Adjust: N<br>Eliminate: N  | Retain: Y<br>Adjust: N<br>Eliminate: N   | Retain: Y<br>Adjust: N<br>Eliminate: N  | Retain: Y<br>Adjust: N<br>Eliminate: N  | Retain: Y Adjust: Y Eliminate: N  |
|                | Retain: N<br>Adjust: N<br>Eliminate: Y   |   | Retain: N<br>Adjust: N<br>Eliminate: Y   |   |  |   |   |  |   |   |   |

| Topic Area          | Alternative Link AC1 (Proposed in response to challenges associated with sections of preferred Option B near the Whitelaw Brae substation and the A74(M) transport corridor)   |
|---------------------|--|
| -                   |  |
| -                   | nd Visual Note: When considering the landscape and visual criteria for each route option, consideration was given to their attributes and proximity to each Option or Link. A judgement was then made as to the  |
|                     | the specific criterion (landscape sensitivity, or residential visual amenity, etc.) being susceptible to change as a result of the introduction of the proposed development (the grid connection).   |
|                     | t of <i>high</i> indicates that a specific criterion/particular aspect would most likely be adversely effected by the grid connection if it were placed along this route, and a judgement of <i>low</i> indicates that the route option would adverse effects on this criterion.   |
| ,                   | t of <i>none</i> means that the criterion is not of concern, e.g., if there are no residential properties within the vicinity of a route, or the route avoids all areas of commercial forestry.  |
| Landscape           | Additional Alternative Link AC1 - Starting to the south of the transport corridor, this is an 8.8km route from Whitelaw Brae substation that passes north and then west of Glenbreck before heading south-east towards   |
| and Visual          | Hazelbush Hill. The link passes through open upland areas to the north and through forestry before connecting into Option B.   |
|                     | Landscape sensitivity (medium to low – the link crosses some high ground within an SLA and then runs through a landscape of commercial forestry close to windfarms);   |
|                     | Residential visual amenity (medium to low – the link passes approx. 350m west of, and on slightly higher ground than properties at Glenbreck and Fingland and Badlieu. The remainder of the link passes through unpopulated areas);  |
|                     | Visual amenity (medium-high to low –the link would pass directly across the A701 Edinburgh Scenic Route north of Glenbreck, on a perpendicular to the road, and would then pass into upland areas either side of the road, much of which is felled/commercial forestry. There is potential for small sections of the link (the twin OHL) to be visible on the skyline, but generally at distances of over a few hundred metres from visual |
|                     | receptors);  Landscape designations (medium – the full length of the link is within the Tweedsmuir Uplands SLA, though much of the link is within felled/commercial forestry – the key features of this SLA such as the highest peaks  |
|                     | and most dramatic and wild landscapes do not fall within the initial routeing study area);  Length of corridor (8.8km);  |
|                     | Forestry (medium to low – some sections are un-forested, but the link passes through some established areas of felled/commercial forestry west of the A701. Wherever possible existing firebreaks and trackways  |
|                     | would be followed to try and reduce the level of felling required)   |
|                     | Conclusion – a viable link with the main areas of concern being likely effects on visual amenity near the A701 Edinburgh Scenic Route and the extra length of OHL this link would create.  |
| Ecology             | Comment:   |
| and<br>Biodiversity | Additional Alternative Link AC1 crosses, and is adjacent to, the River Tweed SAC for a short distance. Otter are a qualifying feature of the River Tweed SAC and SSSI. There are historic records of otter activity in the   |
| bloulversity        | area.  |
|                     | Adult trout and Atlantic salmon have been recorded as have juvenile Salmonids.  There are also historic records for European eels (Anguilla anguilla).   |
|                     | This area will potentially require survey for otter.   |
|                     |  |
|                     | The dominant habitat near the Whitelaw Brae access track area is Wet Modified Bog with stands of Blanket Bog by the access road and the bridge crossing the River Tweed, with Semi-improved Acid Grassland and   |
|                     | there are stands of highly Groundwater Dependent Terrestrial Ecosystems (GWDTE). The route passes through felled/commercial conifer plantation woodland, some of which has been felled. There are no ancient   |
|                     | woodlands along the link.  |
|                     | There are historic records for Hares, bats and red squirrels in the area around alternative link AC1.  |
|                     | With regards birds, there are species in the area which are "Birds of Conservation Concern" or are Annex 1 species of the Birds Directive and/or Schedule 1 of the Wildlife and Countryside Act. In order to ensure bird   |
|                     | species are protected suitable mitigation will be required   |
|                     | Species within the vicinity of the alternative link are as yet unknown.  |
|                     | Retain: Y (with mitigation)  |
|                     | Adjust: N  |
|                     | Eliminate: N   |
| Archaeology         | Comment: Additional Alternative Link AC1 comes close to a number of HER entries & a Scheduled Monument.  |
|                     | Retain: Y – but with micrositing of poles to avoid direct impacts and to avoid impacting on key views from the heritage assets.  |
|                     | Adjust: N  |
|                     | Eliminate: N   |