

APPENDIX C: EVALUATION OF ROUTE OPTIONS AND ALTERNATIVE LINKS

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

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

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		<p>wherever possible existing firebreaks and trackways would be followed to try and reduce the level of felling required)</p> <p>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 where the route crosses the exposed slopes of Little Dod.</p>				
Ecology and Biodiversity	<p>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.</p> <p>There are no Ancient Woodlands within the study Area.</p> <p>A search on the NBN Gateway (OS tile NT01): for species records in this tile from 1995 onwards contained records for the following (recorded sightings in brackets)</p> <p><i>Lepus europaeus</i>: Brown Hare (1) <i>Lepus timidus</i>: Mountain Hare (4) <i>Lutra lutra</i>: Otter (14) <i>Pipistrellus pipistrellus</i>: Pipistrelle (1) <i>Pipistrellus pygmaeus</i>: Pipistrelle (2) <i>Sciurus vulgaris</i> : Red Squirrel (2) <i>Anguilla anguilla</i>: Eel (17) <i>Lampetra planeri</i>: Brook Lamprey (4) <i>Salmo salar</i>: Atlantic Salmon (31) <i>Salmo trutta subsp. fario</i>: Brown Trout (2)</p>	<p>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 woodland south of Badentree Hill.</p> <p>There are no Ancient Woodlands within the study Area.</p> <p>A search on the NBN Gateway (OS tile NT01): for species records in this tile from 1995 onwards contained records for the following (recorded sightings in brackets)</p> <p><i>Lepus europaeus</i>: Brown Hare (1) <i>Lepus timidus</i>: Mountain Hare (4) <i>Lutra lutra</i>: Otter (14) <i>Pipistrellus pipistrellus</i>: Pipistrelle (1) <i>Pipistrellus pygmaeus</i>: Pipistrelle (2) <i>Sciurus vulgaris</i> : Red Squirrel (2) <i>Anguilla anguilla</i>: Eel (17) <i>Lampetra planeri</i>: Brook Lamprey (4) <i>Salmo salar</i>: Atlantic Salmon (31)</p>	<p>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. 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 (<i>Anguilla anguilla</i>).</p> <p>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 Blanket with stands of Semi-improved Acid Grassland and stands of Highly GWDTE and Moderately GWDTE.</p> <p>There are no Ancient Woodlands within the study Area.</p> <p>A search on the NBN Gateway (OS tile NT01): for species records in this tile from 1995 onwards contained records for the following (recorded sightings in brackets)</p>	<p>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-improved Acid Grassland etc, some of which appear to be Highly GWDTE and Moderately GWDTE. As such they are most likely to be damaged by vehicles accessing the route.</p> <p>In addition, the route option crosses a number of burns such as Glenraigie Burn</p> <p>Retain: N Adjust: N Eliminate: if practicable, otherwise may require significant mitigation</p>	<p>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 in the area. Adult trout and Atlantic salmon have been recorded as have juvenile Salmonids. There are also historic records for European eels (<i>Anguilla anguilla</i>).</p> <p>With reference to the Whitelaw Brae Windfarm ES, the dominant habitat in the area is Wet Modified Bog with stands of Blanket Bog by the access road and bridge crossing the River Tweed, with Semi-improved Acid Grassland and there are stands of Highly GWDTE.</p> <p>Retain: Y (with mitigation) Adjust: N Eliminate: N</p>	<p>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 woodland by “Tinny Bank”.</p> <p>The route option also crosses a number of small burns north of the A74(M)such as “Rowantree Grains” and “Straigh Step” and Bidhouse Grains to the South of the A74(AM)</p> <p>However given the sensitivities of the northern part of the route this is likely to be least favourable option.</p> <p>Retain: N Adjust: N Eliminate: Y</p>

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

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

Topic 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
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 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 south-east 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

Topic 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
	<p>South from the north-west.</p> <p>Landscape sensitivity (low – the route avoids high ground and runs through a landscape of commercial forestry and a windfarm);</p> <p>Residential Visual Amenity (medium – the route passes 300m east, and on slightly higher ground, of properties at Crookedstane);</p> <p>Visual amenity (low –the OHL would be close to Core Paths and a National Cycle Route, but this would be in the vicinity of the transport corridor and other industrial activities where the existing visual amenity is of a low value);</p> <p>Landscape designations (none – none of the route is within a designated landscape);</p> <p>Length of corridor (4.5km);</p> <p>Forestry (medium – the</p>	<p>Gair Head, before re-joining Option A just prior to the corridor connecting with Clyde Wind Farm South substation from its eastern side.</p> <p>Landscape sensitivity (low – the route avoids high ground and runs through a landscape of commercial forestry and a windfarm);</p> <p>Residential Visual Amenity (none – there are no residential properties within the vicinity of this route);</p> <p>Visual amenity (low –the OHL would be close to Core Paths and a National Cycle Route, but this would be in the vicinity of the transport corridor and other industrial activities where the existing visual amenity is of a low value);</p> <p>Landscape designations (none – none of the route is within a designated landscape);</p> <p>Length of corridor (1km);</p> <p>Forestry (none – the route avoids commercial forestry)</p> <p>Conclusion – this is a viable link with limited</p>	<p>Landscape sensitivity (low – this link crosses a low valley dominated by a busy transport corridor);</p> <p>Residential Visual Amenity (medium – the route passes 350m south of the property at Little Clyde Roman Camp);</p> <p>Visual amenity (low –the OHL would cross Core Paths and a National Cycle Route, but this would be in the vicinity of the transport corridor and other industrial activities where the existing visual amenity is of a low value);</p> <p>Landscape designations (none – none of the route is within a designated landscape);</p> <p>Length of corridor (1km);</p> <p>Forestry (none – the route avoids commercial forestry)</p> <p>Conclusion – this is a viable link with limited</p>	<p>the route avoids high ground and runs through a landscape of commercial forestry);</p> <p>Residential visual amenity (none – there are no residential properties within the vicinity of this route);</p> <p>Visual amenity (none – avoids high ground and through commercial forestry away from any publicly accessible visual receptors);</p> <p>Landscape designations (medium – entirely within the Tweedsmuir Uplands SLA);</p> <p>Length of corridor (1km);</p> <p>Forestry (high – the route is entirely within commercial forestry, wherever possible existing firebreaks and trackways would be followed to try and reduce the level of felling required)</p> <p>Conclusion – this is a viable link with limited</p>	<p>west of the northbound carriageway of the A701. The link is entirely through an area of commercial forestry.</p> <p>Landscape sensitivity (low – the route avoids high ground and runs through a landscape of commercial forestry);</p> <p>Residential visual amenity (none – there are no residential properties within the vicinity of this route);</p> <p>Visual amenity (none – avoids high ground and through commercial forestry away from any publicly accessible visual receptors);</p> <p>Landscape designations (medium – entirely within the Tweedsmuir Uplands SLA);</p> <p>Length of corridor (600m);</p> <p>Forestry (high – the route is entirely within commercial forestry, wherever</p>	<p>the route crosses the A701 and continues in the same direction for 400m through commercial forestry (recently felled) up the south-eastern slopes of Little Bog Hill.</p> <p>Landscape sensitivity (low – the route avoids high ground and runs through a landscape of commercial forestry);</p> <p>Residential visual amenity (none – there are no residential properties within the vicinity of this route);</p> <p>Visual amenity (medium – 220m from property at Tweedhopefoot, however forestry likely to screen views of this section);</p> <p>Visual amenity (medium-low – the OHL would cross the A701 which forms a section of the Edinburgh Scenic Route);</p> <p>Landscape designations (medium – entirely within the Tweedsmuir Uplands SLA);</p> <p>Length of corridor (1.7km);</p>	<p>whilst continuing through commercial forestry for a further 1.2km.</p> <p>Landscape sensitivity (low – the route avoids high ground and runs through a landscape of commercial forestry);</p> <p>Residential visual amenity (none – there are no residential properties within the vicinity of this route);</p> <p>Visual amenity (none – avoids high ground and through commercial forestry away from any publicly accessible visual receptors);</p> <p>Landscape designations (medium-low – the eastern half of the route is within the Tweedsmuir Uplands SLA);</p> <p>Length of corridor (1.9km);</p> <p>Forestry (high – the route is entirely within commercial forestry, wherever possible existing</p>	<p>Landscape sensitivity (low – the route avoids high ground and runs through a landscape of commercial forestry);</p> <p>Residential visual amenity (medium – 210m from property at Tweedhopefoot, however forestry likely to screen views of this section);</p> <p>Visual amenity (medium-low – the OHL would cross the A701 which forms a section of the Edinburgh Scenic Route);</p> <p>Landscape designations (medium – entirely within the Tweedsmuir Uplands SLA);</p> <p>Length of corridor (1.2km);</p> <p>Forestry (high – the route is entirely within commercial forestry except where it crosses the A701, wherever possible existing firebreaks and trackways would be followed to try and reduce</p>	<p>point the link crosses the boundary from the Scottish Borders into South Lanarkshire where the link turns west-south-west and continues for 900m through commercial forestry and joining link BC3&BC5.</p> <p>Landscape sensitivity (low – the route avoids high ground and runs through a landscape of commercial forestry);</p> <p>Residential visual amenity (none – there are no residential properties within the vicinity of this route);</p> <p>Visual amenity (medium-high – the route crosses open moorland adjacent to the River Tweed);</p> <p>Residential visual amenity (high – 110m from property at Tweedhopefoot with no intervening screening and 450m from property at Badlieu);</p> <p>Visual amenity (medium – the OHL would be adjacent to the A701 (which forms a section of the Edinburgh Scenic Route) for 1km, although it would be backdropped by</p>	<p>the open valley floor and adjacent to the western boundary of an area of commercial forestry. The southern most 160m of the route are through commercial forestry at the northern foot of Tweedhopefoot Rig.</p> <p>Landscape sensitivity (medium-high – the route crosses open moorland adjacent to the River Tweed);</p> <p>Residential visual amenity (high – 110m from property at Tweedhopefoot with no intervening screening and 450m from property at Badlieu);</p> <p>Visual amenity (medium – the OHL would be adjacent to the A701 (which forms a section of the Edinburgh Scenic Route) for 1km, although it would be backdropped by</p>	<p>Great Burn and Back Burn.</p> <p>Landscape sensitivity (low – the route avoids high ground and runs through a landscape of commercial forestry);</p> <p>Residential visual amenity (none – there are no residential properties within the vicinity of this route);</p> <p>Visual amenity (none – avoids high ground and through commercial forestry away from any publicly accessible visual receptors);</p> <p>Landscape designations (none – none of the route is within a designated landscape);</p> <p>Length of corridor (1.3km);</p> <p>Forestry (high – the route is entirely within commercial forestry, wherever possible existing firebreaks and trackways would be followed to try and reduce</p>

Topic 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
	<p>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)</p> <p>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.</p>	<p>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)</p> <p>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.</p>	<p>likely effects should main route Option A be taken forward.</p>	<p>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.</p>	<p>possible existing firebreaks and trackways would be followed to try and reduce the level of felling required)</p> <p>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.</p>	<p>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)</p> <p>Conclusion – although not preferred this is a viable link with limited likely effects should Options B and C both be taken forward and linked.</p> <p>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.</p>	<p>firebreaks and trackways would be followed to try and reduce the level of felling required)</p> <p>Conclusion – this is a viable link with limited likely effects, except on forestry, should Options B and C both be taken forward and linked.</p>	<p>the level of felling required)</p> <p>Conclusion – although not preferred this is a viable link with limited likely effects should residential visual amenity and forestry, should Options B and C both be taken forward and linked.</p> <p>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.</p>	<p>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)</p> <p>Conclusion – this is a viable link with limited likely effects, except on forestry, should Options B and C both be taken forward and linked.</p>	<p>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)</p> <p>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.</p>	<p>the level of felling required)</p> <p>Conclusion –this is a viable link with limited likely effects, except on forestry, should Options B and C both be taken forward and linked.</p>

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

Topic Area	Alternative Link AC1 (<i>Proposed in response to challenges associated with sections of preferred Option B near the Whitelaw Brae substation and the A74(M) transport corridor</i>)
<p>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.</p> <p>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.</p>	
Landscape and Visual	<p>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 Hazelbush Hill. The link passes through open upland areas to the north and through forestry before connecting into Option B.</p> <p>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);</p> <p>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);</p> <p>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);</p> <p>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);</p> <p>Length of corridor (8.8km);</p> <p>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)</p> <p>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.</p>
Ecology and Biodiversity	<p>Comment: 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 area. Adult trout and Atlantic salmon have been recorded as have juvenile Salmonids. There are also historic records for European eels (<i>Anguilla anguilla</i>). This area will potentially require survey for otter.</p> <p>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.</p> <p>There are historic records for Hares, bats and red squirrels in the area around alternative link AC1.</p> <p>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</p> <p>Species within the vicinity of the alternative link are as yet unknown.</p> <p>Retain: Y (with mitigation) Adjust: N Eliminate: N</p>
Archaeology	<p>Comment: Additional Alternative Link AC1 comes close to a number of HER entries & a Scheduled Monument.</p> <p>Retain: Y – but with micro-siting of poles to avoid direct impacts and to avoid impacting on key views from the heritage assets. Adjust: N Eliminate: N</p>