07.

Strategic Routeing – Route Corridors

7. Strategic Routeing – Route Corridors

7.1 Introduction

Due to the scale of the Study Area a two-step approach has been taken to the identification of alternative OHL routes: firstly, the consideration of strategic route corridors and secondly the consideration of route options. This section describes the first step, the identification and assessment of strategic route corridors.

7.2 Identification of Strategic Route Corridors

Strategic route corridors have been identified in response to larger areas of the highest or high environmental value, larger settlement and settlement pattern as well as landscape character and sensitivity. These factors are considered to significantly influence potential OHL routes and help to focus the development of OHL route options within the Study Area. As a result, Strategic route corridors are often wider and incorporate routeing considerations that would otherwise be avoided more tightly defined route options or detailed route alignments.

In developing strategic route corridors, the objective has been to identify corridors which are considered capable of accommodating a continuous OHL route between proposed Gala North Substation and emerging Teviot Substation options described in section 4 and then onwards to the Scotland-England border. The Study Area was divided into four 'quadrants', as illustrated in Figure 11, in which to develop route corridors as well as consider route corridor links between them.

- Strategic route corridors: these are large and typically wide corridors located on the east or west of the Study Area and typically orientated north to south.
- Strategic route corridor links: these are link route corridors and would enable OHL routes to switch from east to west or vice versa.

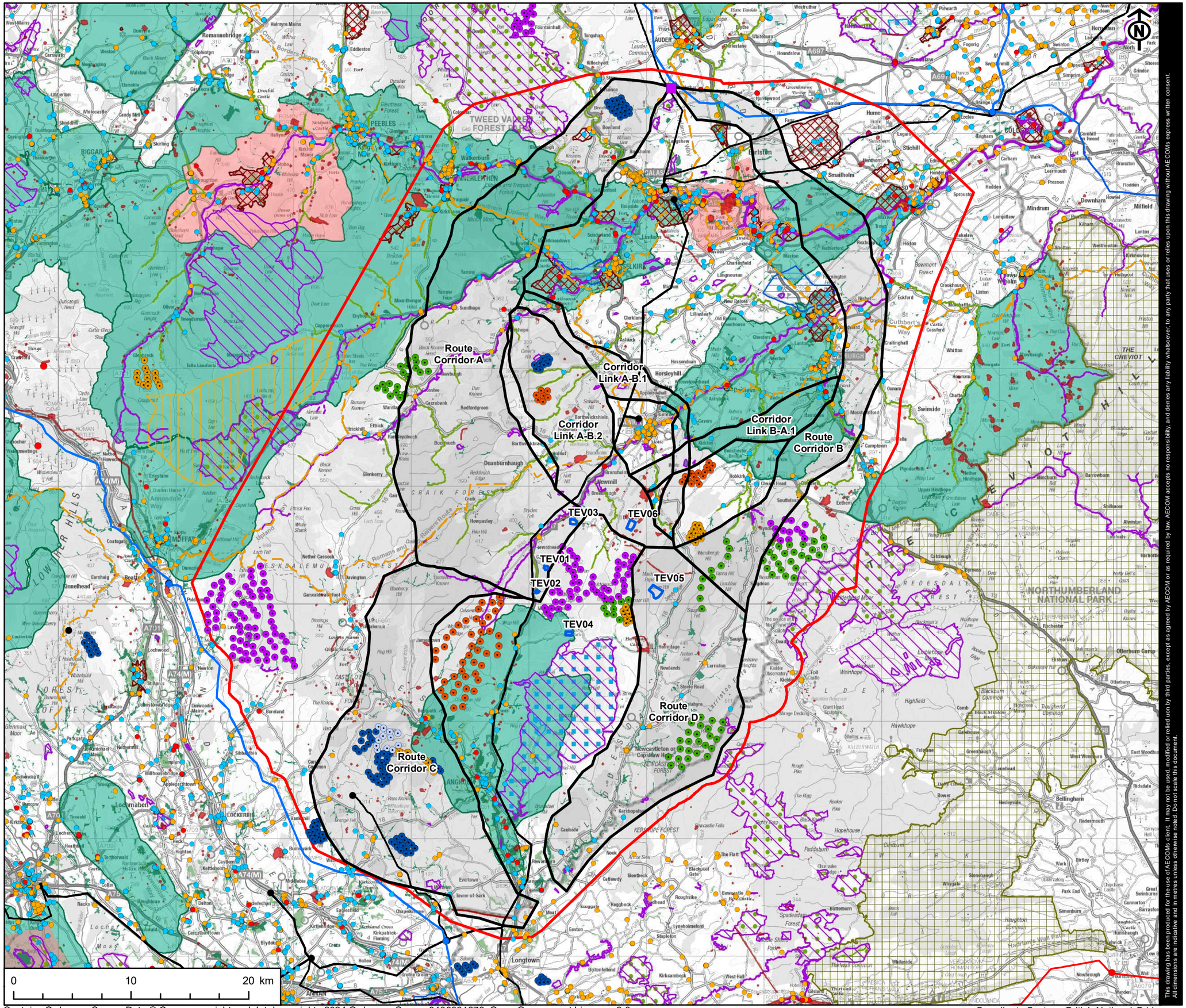
Four strategic route corridors and three corridor links have been identified and are illustrated in Figure 11 and briefly described in Table 13.

Table 13 Overview of Strategic Route Corridors and Links

Corridor	Description of Corridor
Route Corridor A (NW Quadrant) – Gala North to west of Teviot	This corridor is located on the northwest and west of the Study Area. It is routed southwest from the proposed Gala North Substation towards the River Tweed and then is largely routed southwards across the Tweedsmuir Hills gradually turning southeast to enable direct connections to TEV-01, TEV-02 and TEV-03 as well as connections via corridor links to TEV-05 and TEV-06.

Corridor	Description of Corridor
Route Corridor B (NE Quadrant) – Gala North to east of Teviot	This corridor is located on the northeast and east of the Study Area. It is routed southeast from the proposed Gala North Substation towards the A699 and then is routed southwards to the west of the Cheviot Hills gradually turning southwest to enable a direct connection to TEV-05 or connections via corridor links to TEV-06, TEV-01, TEV-02 and TEV-03.
Route Corridor C (SW Quadrant) west of Teviot to the Border	This corridor is located on the west and southwest of the Study Area. It is routed west and south across the Moffat Hills through parts of Eskdale Muir and Castle O'er Forests towards the Scotland-England border.
Route Corridor D (SE Quadrant) east of Teviot to the Border	This corridor is located on east and southeast of the Study Area. It is largely orientated southwards extending across the Liddesdale Valley. The corridor is wide where it reaches the Scotland-England border enabling crossings from Kielder Forest in the north as far south/southeast as Canonbie.
Corridor Link A-B.1 (NW to NE Quadrants)	This is a corridor link between Route Corridor A and Route Corridor B. It is a narrower corridor and extends from north of Ettrick Bridge to the northeast of the proposed Teviot Wind Farm. It is routed in southeastern direction to the north of Hawick turning south as it crosses the River Teviot. It enables an alternative connection to TEV-05 and TEV-06 from the west of the Study Area.
Corridor Link A-B.2 (NW to NE Quadrants)	This is a corridor link between Route Corridor A and Route Corridor B. It is a wider corridor and extends from Ettrick Bridge to the north of the proposed Teviot Wind Farm. It is routed in southeastern direction to the south of Hawick. It enables an alternative connection to TEV-05 and TEV-06 from the west of the Study Area.
Corridor Link B-A.1 (NE to NW Quadrants)	This is a corridor link between Route Corridor B and Route Corridor A. It is a narrower corridor routed in a southwestern direction from south of Jedburgh to the north of the proposed Teviot Wind Farm. It enables an alternative connection to TEV-01, TEV-02 and TEV-03 from the east of the Study Area.

Project Management Initials: DR Designer: LC Checked: DF Approved: DR



Scale @ A3 1:300,000

AECOM

PROJECT
Cross Border Connection -
Gala North Substation to Border

CLIENT
SP Energy Networks

KEY

- Study Area
- Potential Substation Site
- Strategic Route Corridor
- Proposed Gala North Substation Location
- Category A / Grade I Listed Building
- Category B / Grade II* Listed Building
- Category C / Grade II Listed Building
- Scheduled Monument
- Garden and Designed Landscape
- Inventory Battlefield
- Special Protection Area (SPA)
- Special Area of Conservation (SAC)
- Site of Special Scientific Interest (SSSI)
- Ancient Woodland Inventory Site
- Woodland identified in the Native Woodland Survey of Scotland
- National Park
- National Scenic Area
- Locally Designated Landscape
- Wild Land Area
- Long Distance Trail

Wind Turbine Location (Status)

- Operational
- Consented
- Appeal/Public Inquiry
- Application Submitted
- Design/Scoping; Scoping
- Refused

Existing Transmission System

- 132 kV Substation
- 275 kV Substation
- 400 kV Substation
- 132kV OHL
- 400kV OHL

TITLE
Figure 11
Strategic Route Corridors

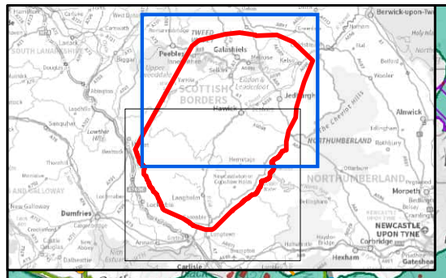
REFERENCE
GH_20240827_RS_11_v2

SHEET NUMBER
1 of 3

DATE
27/08/24

Coordinate System: British National Grid

Project Management Initials: DR Designer: LC Checked: DF Approved: DR



Route Corridor A
Route Corridor B
Route Corridor C
Route Corridor D
Corridor Link A-B.1
Corridor Link A-B.2
Corridor Link B-A.1
TEV01
TEV02
TEV03
TEV04
TEV05
TEV06

Scale @ A3 1:200,000

0 5 10 km

Coordinate System: British National Grid

AECOM

PROJECT
Cross Border Connection -
Gala North Substation to Border

CLIENT
SP Energy Networks

KEY

- Study Area
- Potential Substation Site
- Strategic Route Corridor
- Proposed Gala North Substation Location
- Category A / Grade I Listed Building
- Category B / Grade II* Listed Building
- Category C / Grade II Listed Building
- Scheduled Monument
- Garden and Designed Landscape
- Inventory Battlefield
- Special Protection Area (SPA)
- Special Area of Conservation (SAC)
- Site of Special Scientific Interest (SSSI)
- Ancient Woodland Inventory Site
- Woodland identified in the Native Woodland Survey of Scotland
- National Park
- National Scenic Area
- Locally Designated Landscape
- Wild Land Area
- Long Distance Trail

Wind Turbine Location (Status)

- Operational
- Consented
- Application Submitted
- Design/Scoping; Scoping
- Refused
- Wind Turbine Location - 2x Rotor Diameter

Existing Transmission System

- 132 kV Substation
- 400 kV Substation
- 132kV OHL
- 400kV OHL

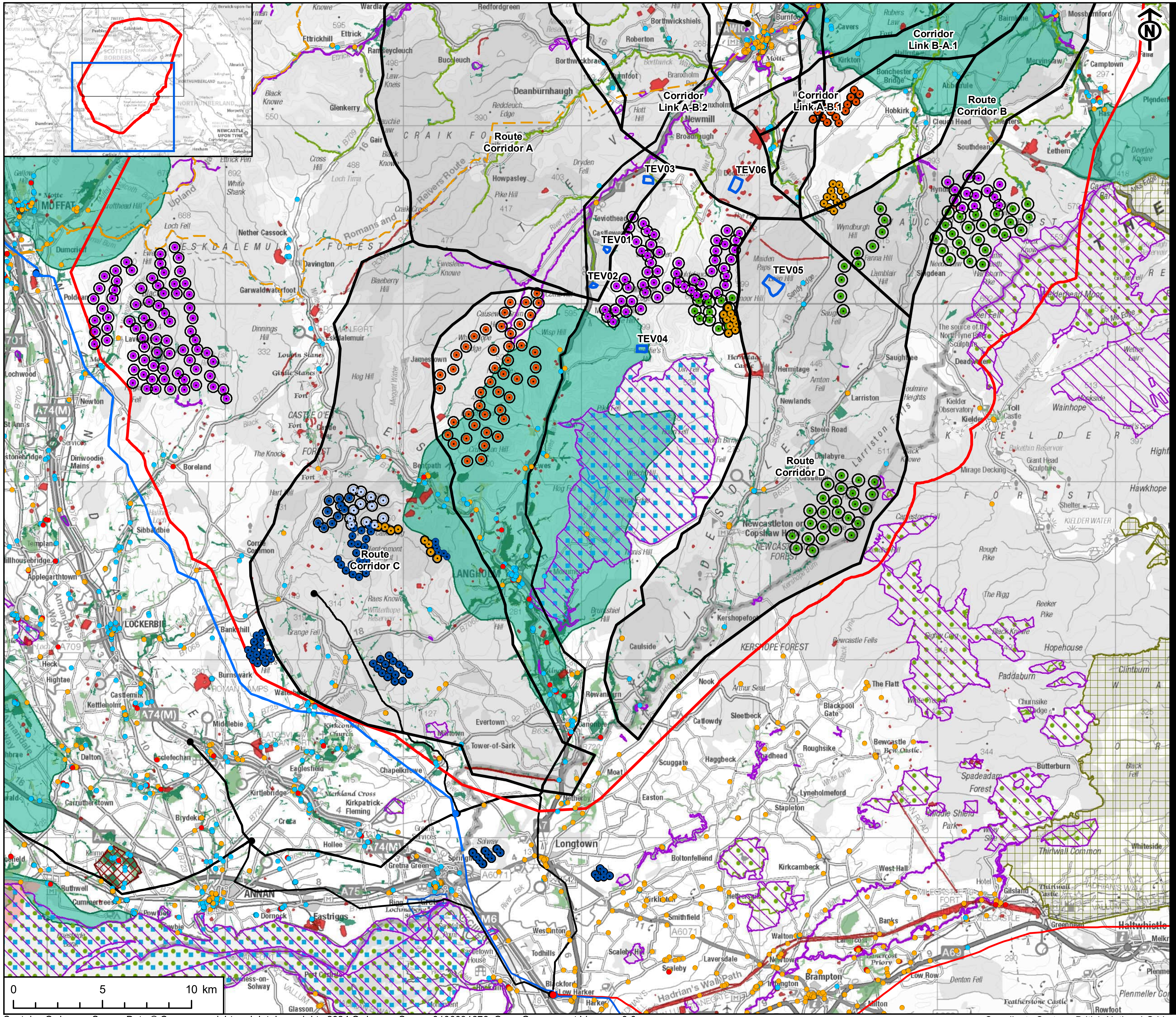
TITLE
Figure 11
Strategic Route Corridors

REFERENCE
GH_20240827_RS_11_v2

SHEET NUMBER
2 of 3

DATE
27/08/24

Project Management Initials: DR Designer: LC Checked: DF Approved: DR



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AECOM

PROJECT
Cross Border Connection -
Gala North Substation to Border

CLIENT
SP Energy Networks

KEY
- Study Area
- Potential Substation Site
- Strategic Route Corridor
- Category A / Grade I Listed Building
- Category B / Grade II* Listed Building
- Category C / Grade II Listed Building
- Scheduled Monument
- Garden and Designed Landscape
- Inventory Battlefield
- Special Protection Area (SPA)
- Special Area of Conservation (SAC)
- Site of Special Scientific Interest (SSSI)
- Ancient Woodland Inventory Site
- Woodland identified in the Native Woodland Survey of Scotland
- National Park
- National Scenic Area
- Locally Designated Landscape
- Wild Land Area
- Long Distance Trail

Wind Turbine Location (Status)
- Operational
- Consented
- Appeal/Public Inquiry
- Application Submitted
- Design/Scoping; Scoping
- Refused
- Wind Turbine Location - 2x Rotor Diameter

Existing Transmission System
- 132 kV Substation
- 400 kV Substation
- 132kV OHL
- 400kV OHL

TITLE
Figure 11
Strategic Route Corridors

REFERENCE
GH_20240827_RS_11_v2

SHEET NUMBER	DATE
3 of 3	27/08/24

Project Management Initials: DR Designer: LC Checked: DF Approved: DR

Landscape Character Type

- 90, Dissected Plateau Moorland
- 91, Plateau Grassland - Borders
- 93, Southern Uplands with Scattered Forest - Borders
- 94, Rolling Moorland
- 95, Southern Uplands - Borders
- 96, Southern Uplands with Forest - Borders
- 98, Rolling Foothills
- 99, Rolling Farmland - Borders
- 101, Rocky Upland Fringe
- 102, Upland Fringe with Prominent Hills
- 103, Undulating Upland Fringe
- 106, Lowland with Drumlins
- 107, Rolling Lowland Margin
- 108, Lowland Margin
- 109, Lowland Margin with Hills
- 113, Upland Valley with Pastoral Floor
- 114, Pastoral Upland Valley
- 116, Upland Valley with Woodland
- 117, Pastoral Upland Fringe Valley
- 118, Settled Upland Fringe Valley
- 119, Wooded Upland Fringe Valley
- 120, Lowland Valley with Farmland
- 158, Coastal Flats - Dumfries & Galloway
- 160, Narrow Wooded River Valley - Dumfries & Galloway
- 161, Pastoral Valley - Dumfries & Galloway
- 163, Middle Dale - Dumfries & Galloway
- 166, Upland Glens - Dumfries & Galloway
- 171, Flow Plateau
- 172, Upland Fringe - Dumfries & Galloway
- 175, Foothills - Dumfries & Galloway
- 176, Foothills with Forest - Dumfries & Galloway
- 177, Southern Uplands - Dumfries & Galloway
- 178, Southern Uplands with Forest - Dumfries & Galloway

Corridor Link A-B.1
Corridor Link A-B.2
Corridor Link B-A.1
Route Corridor A
Route Corridor B
Route Corridor C
Route Corridor D
TEV01
TEV02
TEV03
TEV04
TEV05
TEV06

Scale @ A3 1:300,000

0 10 20 km

AECOM

PROJECT
Cross Border Connection -
Gala North Substation to Border

CLIENT
SP Energy Networks

KEY
- Study Area
- Potential Substation Site
- Strategic Route Corridor
- Proposed Gala North Substation Location
- National Scenic Area (NSA)
- Wild Land Area (WLA)
- National Park
- Locally Designated Landscapes

Existing Transmission System
- 132 kV Substation
- 275 kV Substation
- 400 kV Substation
- 132kV OHL
- 400kV OHL

TITLE
Figure 12
Strategic Route Corridors - Landscape Character and Designations

REFERENCE
GH_20240822_RS_12_v1

SHEET NUMBER
1 of 1

DATE
22/08/24

Coordinate System: British National Grid

7.3 Appraisal of Strategic Route Corridors

The following sections summarise the appraisal of strategic route corridors and corridor links. A more detailed appraisal is contained in Appendix G.

Route Corridor A (NW Quadrant) – Proposed Gala North Substation to west of proposed Teviot Wind Farm

Route Corridor A is located within northwest of the Study Area and is routed southwest from the proposed Gala North Substation towards the River Tweed avoiding the Moorfoot Hills SAC and SSSI. From the crossing it is routed in a southern direction over the Tweedsmuir Hills. The Corridor gradually turns southwest crossing the River Teviot and the A7 providing opportunities to directly connect route options to potential substations TEV-01, TEV-02 or TEV-03 on the western side of the proposed Teviot Wind Farm.

An appraisal of Route Corridor A (including a comparative assessment against Route Corridor B) is set out in Table G.1 in Appendix G. The following provides a summary of the key constraints and opportunities influencing the appraisal of Route Corridor A.

Route Corridor A contains a number of areas of highest or high amenity value which are unavoidable as they form continuous linear sections extending east to west across the Corridor. The River Tweed SAC and SSSI includes the River Tweed and flows broadly west to east through the Corridor as it crosses the Tweed Valley as well as the tributaries which include a number of watercourses including the Yarrow Water and Ettrick Water draining the hill slopes within the Corridor in a northeastern direction. Extending across a similar part of the Corridor are the locally designated SLAs of the Tweedsmuir Uplands, Tweed Valley and Tweed, Ettrick and Yarrow Confluences which reflect landscapes of increased sensitivity to OHLs. Additional sites of highest or high amenity value exist within the Corridor including Bowland GARDEN AND DESIGNED LANDSCAPE and various SSSIs and scheduled monuments. The Corridor is generally wide enough that it provides opportunities to develop route options which avoid these smaller sites.

In the northern part of the corridor to the north of the River Tweed the landscape comprises an area of relatively open, undulating, upland with forestry and woodland typically more present on the steeper slopes of valley sides, such as along the Gala Water and River Tweed. South of the River Tweed the Corridor remains in the locally designated landscapes until the Yarrow Water. The Corridor then enters an open and elevated upland landscape with the heavily forested Craik Forest in the west and rolling moorland and upland fringe to the east. In the west, the Corridor encompasses large scale and expansive landscapes which are sparsely populated and more able to accommodate OHL infrastructure. In the east, there is increased proximity to settled, partially enclosed farmland west of Hawick in which the Borders Abbey Way is located, with greater settlement, recreational use and increased sensitivity. The southern section of the Corridor terminating at the A7 encompasses expansive, upland landscapes with forestry which contain large scale elements of landform and land use exhibiting a decreased sensitivity to OHLs.

A large part of the Corridor is sparsely settled, coinciding with the extensive tracts of upland moorland or forestry. Smaller settlements or individual properties are typically confined to the lower lying valleys which run across the Corridor including the River Tweed, Yarrow Water,

Ettrick Water and the Teviot Water. A number of long-distance trails cross the corridor including the Southern Upland Way, Borders Abbeys Way and the Romans and Reivers Route which will locally increase visual sensitivity.

Route Corridor B (NE Quadrant) – Proposed Gala North Substation to east of proposed Teviot Wind Farm

Route Corridor B is located in the northeast of the Study Area. It is routed east and southeast from the proposed Gala North Substation routeing through a relatively narrow gap between the Eildon and Leaderfoot NSA to the west and Mellerstain Garden and Designed Landscape to the east. The Corridor crosses the River Tweed in a more open section of the Tweed Valley between Newton St Boswells and Kelso. From here it continues southwards to the east of Jedburgh before gradually turning southwest and crossing parts of Wauchope Forest providing opportunities to directly connect route options to potential substation TEV-05.

An appraisal of Route Corridor B (including a comparative assessment against Route Corridor A) is set out in Table G.1 in Appendix G. The following provides a summary of the key constraints and opportunities influencing the appraisal of Route Corridor B.

Route Corridor B contains some areas of highest or high amenity value which are unavoidable as they form continuous linear sections extending across the Corridor. This includes the River Tweed SAC and SSSI which flows through the Corridor west to east along with some if its tributaries including the River Teviot and the Jed Water. Whilst the Eildon and Leaderfoot NSA is avoided by this Corridor it lies to the immediate west with the locally designated Tweed Lowlands SLA extending entirely across the Corridor from the NSA boundary in the west to Kelso in the east. Several GARDEN AND DESIGNED LANDSCAPEs lie adjacent to but not within the Corridor including Carolside and Leadervale, Mellerstain, Mertoun, Floors Castle, and Monteviot GARDEN AND DESIGNED LANDSCAPEs.

As with Corridor A there are additional smaller sites of highest or high amenity value within the Corridor including Borders Woods SAC, several SSSIs and a number of scheduled monuments. The Corridor is generally wide enough that it provides opportunities to develop route options which avoid these smaller sites although there are some localised pinch points which increase the potential for adverse effects.

The landscape character varies across the Corridor from north to south. The upland fringe landscape in the far north of the Corridor quickly gives way to lowland farmland which extends for a large section of the Corridor to the second locally designated landscape within the Corridor of the Teviot Valleys. The lowland farmland has a strong intact field pattern, with woodland and landform forming an attractive combination, reflected in the SLA designation but also in the wider landscape, increasing sensitivity. Much of this area of rolling mixed farmland forms the foreground to views of the Eildon Hills and is an important aspect of the setting of the NSA. To the south of the Teviot Valleys the Corridor is characterised by the larger scale upland landscape of the Southern Uplands with large areas of forestry present. This change in scale of landscape and presence of more simple landscape elements exhibits a decreased sensitivity to OHLs compared with the more sensitive central and northern parts of the corridor.

Whilst the Corridor has been developed to avoid larger settlements as much as possible the low-lying river valley includes scattered individual and clusters of residential properties. The

Borders Abbeys Way and St Cuthberts Way long-distance recreational routes cross the Corridor along with the A68 which is a notable tourist route of scenic value.

Route Corridor C (SW Quadrant) west of proposed Teviot Wind Farm to the Border

Route Corridor C is located in the southwest of the Study Area. It is routed in a western direction crossing over the A7 and River Teviot then turns southwards routeing over the Moffat Hills and parts of Eskdale Muir and Castle O'er Forests. The Corridor widens as it crosses the River Esk. Moving south and eastwards elevations begin to reduce towards the Scotland-England border. The Corridor follows the border extending south from Canonbie and over the River Esk and paralleling Scot's Dike (a scheduled monument) to the south.

An appraisal of Route Corridor C (including a comparative assessment against Route Corridor D) is set out in Table G.2 in Appendix G. The following provides a summary of the key constraints and opportunities influencing the appraisal of Route Corridor C.

Route Corridor C avoids larger sites of the highest or high amenity value with the exception of a small number of watercourses which are part of the River Tweed SAC and SSSI. Whilst these tributaries can't be avoided potential impacts on them can be addressed through detailed route alignment and siting of towers. Additional sites of the highest or high amenity value are present within the Corridor and are predominantly scheduled monuments which are dispersed throughout and two smaller SSSIs; Bigholms Burn and Bells Flow towards the southeast of the corridor. There are localised pinch points notably along the River Esk valley where there is high potential for setting effects on some of the scheduled monuments.

A large part of the northern part of the Corridor encompasses upland moorland and forestry which is sparsely settled and offers a reduced sensitivity to OHLs. The locally designated Langholm Hills RSA extends towards the eastern margins of the Corridor, however, detailed route options could avoid directly affecting it and the intervening landform and forested nature of the landscape is likely to limit inter-visibility. The narrow largely wooded river valley of the Esk crosses the Corridor with settlement concentrated along the valley floor creating a band of more sensitive landscape. The southern section of the Corridor becomes progressively more open, accessible with more gently undulating hills with semi-improved pasture with an increasing presence of scattered farmsteads and small settlements. The southern extent of the Corridor terminates in the mostly flat more open settled landscape of the flow plateau.

Route Corridor D (SE Quadrant) east of proposed Teviot Wind Farm to the Border

Route Corridor D is routed in a southern direction broadly following the Liddesdale valley towards the Scotland-England border. It extends west to east over the valley into more elevated upland areas comprising moorland to the west and forestry to the east. The Corridor has been narrowed to avoid the Langholm-Newcastleton SPA and SSSI which is located to its west. The Corridor parallels the border in a southwestern direction from Kielder southwest towards Canonbie which may reduce the length of route options subject to where the border is crossed.

An appraisal of Route Corridor D (including a comparative assessment against Route Corridor C) is set out in Table G.2 in Appendix G. The following provides a summary of the key constraints and opportunities influencing the appraisal of Route Corridor D.

Route Corridor D entirely avoids larger sites of highest or high amenity value with only three discrete geological SSSIs and a small number of scheduled monuments present within the Corridor, all of which could be avoided through the development of route options. The majority of this Corridor is characterised by a large-scale upland landscape with large tracts of forestry predominantly in the Newcastleton and Kershope Forest areas. This simple landscape of large-scale landform and land uses is of reduced sensitivity to OHLs. Within this the Liddel Valley broadly following a north to south direction within the Corridor and creates a more intimate character in the landscape with narrow incised valleys, wooded slopes and enclosed pasture floors all of which creates an increased sensitivity to OHL. Within the valley, scattered properties are present along with the larger settlement of Newcastleton increasing the potential for visual impact.

Corridor Link A-B.1 (NW to NE Quadrants)

Corridor link A-B.1 connects Route Corridor A and Route Corridor B. It is a narrow corridor and extends from north of Ettrick Bridge to the northeast of the proposed Teviot Wind Farm. It is routed in southeastern direction to the north of Hawick turning south as it crosses the River Teviot. It enables an alternative connection to TEV-05 and TEV-06 from the west of the Study Area.

An appraisal of Corridor Link A-B.1 is set out in Table G.3 in Appendix G. The following provides a summary of the key constraints and opportunities influencing the appraisal of the Corridor Link.

This Corridor Link requires at least two crossings of the River Tweed SAC and SSSI due to tributaries flowing through the Corridor, although potential impacts can be addressed through the more detailed route alignment stage and consideration of tower positions and standoff distances to the designated watercourses. There are a small number of other areas of highest or high amenity value including number of SSSIs as well as scheduled monuments. These are largely avoidable but the corridor link is relatively narrow which provides less scope for the development of route options within it and increases the potential for effects due to increased proximity.

The Corridor Link abuts the southern end of the locally designated SLA of the Tweed, Ettrick and Yarrow Confluences and passes through the edge of the Teviot Valleys SLA to the north of Hawick. It is largely a landscape of partially forested rolling moorland which is sparsely settled although in proximity to Hawick the landscape changes to a more enclosed field pattern of managed grassland and rolling farmland with increased sensitivity to OHLs. The Corridor Link avoids larger settlement but some smaller settlements and individual properties are present in particular to the east and south of Hawick increasing potential for visual effects.

Corridor Link A-B.2 (NW to NE Quadrants)

Corridor link A-B.2 connects Route Corridor A and Route Corridor B. It is a wider corridor and extends from Ettrick Bridge to the north of the proposed Teviot Wind Farm. It is routed in a southeastern direction to the south of Hawick. It enables an alternative connection to TEV-05 and TEV-06 from the west of the Study Area.

An appraisal of Corridor Link A-B.2 is set out in Table G.3 in Appendix G. The following provides a summary of the key constraints and opportunities influencing the appraisal of the Corridor Link.

This Corridor Link requires at least four crossings of the River Tweed SAC and SSSI due to tributaries flowing through the Corridor, although potential impacts can be addressed through the more detailed route alignment stage and consideration of tower positions and standoff distances to the designated watercourses. There are a small number of other areas of highest or high amenity value including a number of SSSIs as well as scheduled monuments. These are largely avoidable particularly where the Corridor Link is wider to the west, however, as it narrows to the east it provides less scope for the development of route options and the number of scheduled monuments increases along with the associated risk of setting effects to occur.

The landscape character is mainly comprised of rolling moorland and partially forested landscape which is sparsely settled. The central part of the Corridor Link is dissected by pastoral upland fringe valleys associated with the Ale Water, Borthwick Water and the River Teviot and the associated clusters of properties and settlement along them. The Romans and Reivers long-distance trail crosses the corridor broadly following sections of the Borthwick Water. The southern section of the Corridor Link crosses the A7 corridor beyond which the landscape becomes more forested with the scale of forestry and potential to screen OHLs within it reducing the overall sensitivity of the landscape.

Corridor Link B-A.1 (NE to NW Quadrants)

Corridor link B-A.1 connects Route Corridor B to Route Corridor A. It is a narrower corridor routed in a southwestern direction from south of Jedburgh to the north of the proposed Teviot Wind Farm. It enables an alternative connection to TEV-01, TEV-02 and TEV-03 from the east of the Study Area.

An appraisal of Corridor Link B-A.1 is set out in Table G.3 in Appendix G. The following provides a summary of the key constraints and opportunities influencing the appraisal of the Corridor Link.

This Corridor Link requires at least three crossings of the River Tweed SAC and SSSI due to tributaries flowing through the Corridor, although potential impacts can be addressed through the more detailed route alignment stage and consideration of tower positions and standoff distances to the designated watercourses. There are a small number of other areas of highest or high amenity value including a number of SSSIs as well as scheduled monuments. These are largely avoidable but the Corridor Link is relatively narrow which provides less scope for the development of route options within it and increases the potential for effects due to increased proximity.

The majority of this Corridor Link lies within the locally designated Teviot Valleys SLA which increases the relative sensitivity of the landscape to accommodate an OHL. To the southwest of the Corridor Link outside the SLA the landscape comprises a more undulating, rocky upland area with scattered small woodlands and permanent pasture. It is more open and exposed in character on higher ground with some distant and panoramic views prevalent resulting in increased sensitivity to OHLs. Whilst the Corridor Link avoids larger settlements,

smaller settlements and individual properties are typically present within valleys resulting in the potential for increased proximity of routes and potential impacts to occur more likely.

7.4 Strategic Route Corridor Appraisal Conclusions

The purpose of identifying strategic route corridors was to help refine the Study Area and identify corridors in which to focus the development of route options while also taking account of the emerging results of substation siting. Table 14 provides an overview of the conclusions of the appraisal. These are also illustrated in Figure 13.

Table 14 Summary of Appraisal of Strategic Route Corridors and Links

Option	Key Findings	Conclusion
Route Corridor A	• With the exception of the River Tweed SAC and SSSI, Route Corridor A largely avoids sites of the highest or high amenity value. Where sites are located within the Corridor there is scope to develop route options which avoid them or increase the separation distances from them. • Whilst three locally designated landscapes (SLAs) are contained within the Corridor they are concentrated between the River Tweed and the Yarrow Water. The Corridor is sufficiently wide in these locations that route options can be developed which limit effects on the more valuable aspects of these locally designated landscapes. Beyond these areas the Corridor encompasses sufficient areas of landscape which are upland and of larger scale in character which are generally less sensitive to the introduction of OHL infrastructure. • The Corridor avoids large settlement and traverses land which is generally sparsely settled other than along the A and B roads which cut across the Corridor in the valleys where clusters of properties and small settlement exist. There is scope to avoid these in the identification of Route Options, however the distribution of individual or small clusters of properties within the open countryside will mean that they may be in closer proximity to or within potential route options and require further consideration in the detailed route alignment stage.	Take forward
Route Corridor B	• Similar to Route Corridor A, with the exception of the River Tweed SAC and SSSI, the Corridor largely avoids sites of the highest or high amenity value. Comparatively there are likely to be fewer potential crossings of these designated watercourses compared with Route Corridor	Discount

Option	Key Findings	Conclusion
	A and similarly potential effects can be mitigated through the detailed route alignment. • Route Corridor B passes through the locally designated Tweed Lowlands SLA and in relative proximity to the east of Eildon and Leaderfoot NSA as well as up to 5 GARDEN AND DESIGNED LANDSCAPEs. There is therefore greater potential for impacts on the setting of the NSA and the designated landscapes. • A large proportion of this Corridor comprises settled and enclosed lowland farmland where strong intact field patterns with woodland create an inherently more sensitive landscape to OHLs. Much of this landscape also forms the foreground to views of the Eildon Hills and is an important aspect of the setting of the NSA. • The southern part of the Corridor encompasses a large part of the locally designated Teviot Valleys SLA where the combination of enclosed arable and pasture field patterns with woodland and landform increase the sensitivity of the landscape and its scenic value. • Whilst the southern most part of the Corridor encompasses upland large scale forested and sparsely settled landscapes which are less sensitive to OHLs, the majority of this Corridor comprises landscapes of higher sensitivity which contribute to the setting of nationally designated landscapes including the NSA and a number of GARDEN AND DESIGNED LANDSCAPEs. As a result, Route Corridor B has not been taken forward to the detailed Route Option stage.	
Route Corridor C	• With the exception of the River Tweed SAC and SSSI, Route Corridor C largely avoids sites of the highest or high amenity value. Where sites are located within the Corridor there is scope to develop route options which avoid them or increase the separation distances from them. • The River Esk valley is a notable constrained area within the Corridor where scheduled monuments are present along the valley with high potential for setting impacts. It is also where settlement coalesces along the B709 increasing the likelihood of route options being in closer proximity to them. • A large part of the Corridor encompasses sparsely settled upland moorland and forestry which provides	Take forward

Option	Key Findings	Conclusion
	opportunities to develop route options within less sensitive landscapes. • The southern part of this corridor comprises more open and accessible landscapes of lower lying areas of moorland and upland pasture with an increased pattern of scattered settlement. Whilst this part of the landscape is more sensitive the Corridor is sufficiently wide to develop route options which avoid settlement and limit effects on the landscape.	
Route Corridor D	• Route Corridor D avoids larger sites of the highest or high amenity value and whilst the Langholm-Newcastleton SPA and SSSI lies to the west of the Corridor, impacts can be avoided. Similarly smaller sites of highest or high amenity value including three discrete geological SSSIs and a small number of scheduled monuments can be similarly avoided through the route options stage as the Corridor is sufficiently wide. • This Corridor contains the Liddel Valley in which settlement is generally concentrated along the valley floor with Newcastleton comprising the largest settlement. The Corridor is sufficiently wide that it provides opportunities to develop route options avoiding more densely settled areas by routeing to the west or east of the Liddel Water valley. • The majority of this Corridor comprises a simple landscape of large-scale landform and land uses. The upland landscape with large tracts of forestry is of reduced sensitivity to OHLs due to the scale and potential to accommodate the infrastructure. Whilst parts of the Corridor, particularly to the south contain narrow wooded river valleys which present a more intimate landscape character, these can be largely avoided other than where route options cross the border.	Take forward
Corridor Link A-B.1	• This Corridor Link requires at least two crossings of the River Tweed SAC and SSSI due to tributaries flowing through the Corridor although potential impacts on them can be addressed through more detailed route alignments and appropriate standoff distances to the designated watercourses. There are a small number of other areas of highest or high amenity value including SSSIs and scheduled monuments which are largely avoidable. The Corridor Link is relatively narrow however, which will limit the scope for development of route	Take forward

Option	Key Findings	Conclusion
	options within it, increasing the potential for effects due to increased proximity. • The Corridor Link is routed to the north of Hawick avoiding larger settlement but smaller settlements and properties are present in particular to the east and south of Hawick. • The Corridor Link clips and passes through two locally designated landscapes (SLA 3 and 5). Most of the Corridor north of Hawick lies within a less sensitive landscape of partially forested rolling moorland. Closer to Hawick the landscape changes becoming more sensitive with a more enclosed field pattern of managed grassland and rolling farmland with less scope to avoid landscape and visual effects.	
Corridor Link A-B.2	• This Corridor Link requires at least four crossings of the River Tweed SAC and SSSI due to tributaries flowing through the Corridor although potential impacts on them can be addressed through more detailed route alignments and appropriate standoff distances to the designated watercourses. There are a small number of other areas of highest or high amenity value including SSSIs and scheduled monuments which are largely avoidable particularly to the west where it is wider. The Corridor Link narrows to the east and provides less scope for the development of route options within it, increasing the potential for effects due to increased proximity. • There are a number of smaller settlements present within the various valleys that cross the Corridor Link with scope to develop route options which avoid them. Some scattered individual properties are present throughout which may be more difficult to avoid proximity to. • The Corridor Link broadly passes through the same landscapes as Corridor Link A-B.1 but also includes sections of upland valley landscapes along the Ale Water, Borthwick Water and Teviot River. South of the A7 the Corridor is more forested with the scale of forestry and potential to screen OHLs within it reducing the overall sensitivity of the landscape.	Take forward
Corridor Link B-A.1	• This Corridor Link requires at least three crossings of the River Tweed SAC and SSSI due to tributaries flowing	Discount

Option	Key Findings	Conclusion
	through the Corridor although potential impacts on them can be addressed through more detailed route alignments and appropriate standoff distances to the designated watercourses. There are a small number of other areas of highest or high amenity value including SSSIs and scheduled monuments which are largely avoidable. The Corridor Link is relatively narrow however, which will limit the scope for development of route options within it, increasing the potential for effects due to increased proximity. • The Corridor avoids larger settlements, although smaller settlements and individual properties are present within valleys which require to be crossed by the Corridor Link. • The majority of this Corridor Link falls within the locally designated Teviot Valleys SLA which increases the sensitivity with limited scope to avoid landscape effects. The landscape outside of the SLA is similarly sensitive with open and exposed character on higher ground. • As this Corridor Link enables an alternative and more direct route from the NE quadrant of the Study Area towards TEV-01, TEV-02 and TEV-03 it has been discounted as the eastern route Corridor B has been discounted based on landscape and visual grounds as explained above.	

Project Management Initials: DR Designer: LC Checked: DF Approved: DR

Route Corridor A

Route Corridor B

Route Corridor C

Route Corridor D

Corridor Link A-B.1

Corridor Link A-B.2

Corridor Link B-A.1

TEV01

TEV02

TEV03

TEV04

TEV05

TEV06

Scale @ A3 1:300,000

0 10 20 km

Coordinate System: British National Grid

AECOM

PROJECT
Gala-Harker Reinforcement

CLIENT
SP Energy Networks

KEY

- Study Area
- Potential Substation Site
- Proposed Gala North Substation

Strategic Route Corridor

- Preferred
- Discounted

TITLE
Figure 13
Strategic Route Corridors Appraisal Outcomes

REFERENCE
GH_20240822_RS_13_v2

SHEET NUMBER
1 of 1

DATE
22/08/24