

**SP Energy Networks**

**Galashiels to Eccles OHL  
Replacement Project**  
Summary of Feedback from  
the Pre-Application  
Consultation

**Final report**

Prepared by LUC

February 2023



**SP ENERGY  
NETWORKS**

## SP Energy Networks

### Galashiels to Eccles OHL Replacement Project Summary of Feedback from the Pre-Application Consultation

Version	Status	Prepared	Checked	Approved	Date
1.	First Draft	K. Jukes	D. McArthur	K. Wigley	22.12.2021
2.	Final draft	K. Jukes	D. McArthur	K. Wigley	21.02.2023

Bristol  
Edinburgh  
Glasgow  
London  
Manchester  
  
landuse.co.uk

Land Use Consultants Ltd  
Registered in England  
Registered number 2549296  
Registered office:  
250 Waterloo Road  
London SE1 8RD  
  
100% recycled paper

Landscape Design  
Strategic Planning & Assessment  
Development Planning  
Urban Design & Masterplanning  
Environmental Impact Assessment  
Landscape Planning & Assessment  
Landscape Management  
Ecology  
Historic Environment  
GIS & Visualisation



# Contents

---

<b>Chapter 1</b>	
<b>Introduction</b>	<b>1</b>
Purpose of this Document	1
The Need for the Galashiels to Eccles 132kV OHL Replacement Project	1
SP Energy Networks	2
SPEN's Commitment to Engagement	2
Routeing and Consultation Process	3

---

<b>Chapter 2</b>	
<b>Consultation Process</b>	<b>4</b>
Overview	4
Who SPEN Consulted	4

---

<b>Chapter 3</b>	
<b>Overview of Consultation Feedback</b>	<b>7</b>
Representations Received	7

---

<b>Chapter 4</b>	
<b>Conclusions and Next Steps</b>	<b>9</b>
Confirmation of the Preferred Route	9
Next Steps	9

---

<b>Appendix A</b>	
<b>Summary of Consultation Feedback from Routeing Stage</b>	<b>A-1</b>

# Chapter 1

## Introduction

### Purpose of this Document

**1.1** This document has been prepared by LUC on behalf of SP Energy Networks (SPEN), to present the findings of pre-application consultation on the Galashiels to Eccles 132 kilovolt (kV) Overhead Line (OHL) Replacement Project.

**1.2** The pre-application consultation for the Galashiels to Eccles 132kV OHL Replacement Project was undertaken during September and October 2021 following the publication of the Routeing and Consultation Report<sup>1</sup>, which identified the preferred route for the new 132kV replacement OHL, as shown on **Figure 1.1**. The purpose of this document is to report on the feedback received to date from statutory and non-statutory consultees and members of the public on the content of the Routeing and Consultation Report and the preferred route identified, address feedback received and demonstrate how this feedback has influenced the Galashiels to Eccles 132kV OHL Replacement Project. In the interests of brevity, it is not the intention of this document to repeat information already contained within the Routeing and Consultation Report, although some details may be repeated in order to provide sufficient context. Therefore, this document should be read with reference to the Routeing and Consultation Report.

### The Need for the Galashiels to Eccles 132kV OHL Replacement Project

**1.3** As the electricity transmission and distribution licence holder for central and southern Scotland, SPEN has a legal duty to develop and maintain a technically feasible and economically viable transmission and distribution system.

**1.4** The existing transmission infrastructure between the Galashiels and Eccles substations which secures the supply of electricity within the area consists of the 'AT' and 'U' OHL routes, as shown on **Figure 1.1**. These routes are coming to the end of their operational lives and require to be replaced to ensure there is sufficient capacity for electricity that needs to be transmitted throughout the area.

**1.5** The 'AT' route is a 132kV OHL of approximately 30 kilometres (km) in length. It is carried on single circuit double

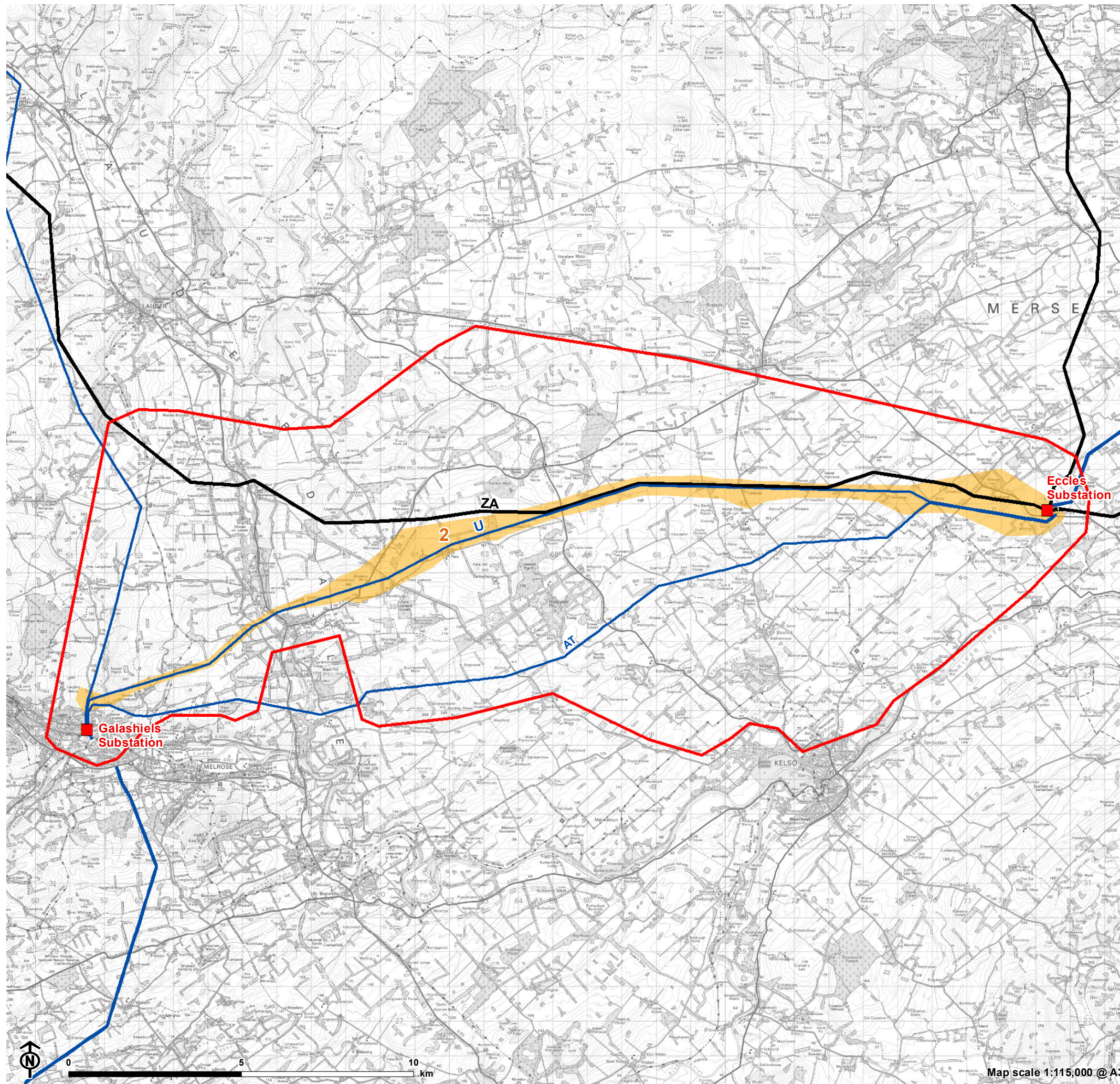
---

<sup>1</sup> SP Energy Networks (2021), Galashiels to Eccles 132kV OHL Replacement Project Routeing and Consultation Report. Available [online] at:

[https://www.spenergynetworks.co.uk/pages/galashiels\\_to\\_eccles\\_132kv\\_overhead\\_line\\_replacement.aspx](https://www.spenergynetworks.co.uk/pages/galashiels_to_eccles_132kv_overhead_line_replacement.aspx)



Figure 1.1: Preferred Route



- Study area
- Substation
- 132kV Overhead line
- 400kV Overhead line
- Preferred route option 2



wood pole supports with an average height of 14 metres (m) and single and double circuit steel lattice towers with an average height of 22m. The 'U' route is a single circuit 132kV OHL of approximately 26km in length, carried on asymmetrical steel lattice towers with an average height of 22m.

**1.6** SPEN is proposing to remove the existing 'AT' and 'U' routes between Galashiels and Eccles substations, and to replace them with one new route between the two substations. This upgrade is expected to ensure a more reliable and economical transmission network.

**1.7** The replacement will be a double circuit 132kV OHL carried on 'L7' steel lattice towers which are on average 27m in height. The tower heights will range from approximately 23.16m to 36m in height, depending on ground profiles. By comparison, the existing 'U' route is approximately 18m to 30m in height and the existing 'AT' route ranges from approximately 10m to 29m in height.

**1.8** Further details of the routeing study undertaken to inform the consultation process can be found in the Routeing and Consultation Report.

## SP Energy Networks

**1.9** SPEN owns and operates the electricity transmission and distribution networks in Southern and Central Scotland through its wholly-owned subsidiaries, SP Transmission plc (SPT) and SP Distribution plc (SPD). SPT is the holder of a transmission licence<sup>2</sup>. SPEN's transmission network is the backbone of the electricity system within its area, carrying large amounts of electricity at high voltages from generating sources such as wind farms, power stations and various other utilities across long distances to connected homes and businesses. The transmission network consists of approximately 4,000km of overhead lines and over 600km of underground cables. The electricity is then delivered via the distribution network which has over 150 substations and in excess of 100 grid supply points which serves approximately two million customers in Southern and Central Scotland.

**1.10** As transmission licence holder for Southern Scotland, SPEN is required under Section 9(2) of the Electricity Act 1989 to:

- Develop and maintain an efficient, co-ordinated and economical system of electricity transmission; and
- Facilitate competition in the supply and generation of electricity.

**1.11** Section 38 and Schedule 9 of the Electricity Act 1989 imposes a further statutory duty on SPEN to take account of

the following factors in formulating proposals for the installation of overhead transmission lines:

- *“(a) to have regard to the desirability of preserving natural beauty, of conserving flora, fauna and geological or physiographical features of special interest and of protecting sites, buildings and objects of architectural, historic or archaeological interest; and*
- *“(b) to do what it reasonably can to mitigate any effect which the proposals would have on the natural beauty of the countryside or any such flora, fauna, features, sites, buildings or objects.”*

**1.12** SPEN's 'Schedule 9 Statement' sets out how it will meet the duty placed upon it under Schedule 9. The Statement also refers to the application of best practice methods to assess the environmental impacts of proposals and to identify appropriate mitigation measures.

**1.13** As a result of the above, SPEN is required to identify electrical connections that meet the technical requirements of the electricity system, which are economically viable, and cause on balance, the least disturbance to both the environment and the people who live, work and enjoy recreation within it.

## SPEN's Commitment to Engagement

**1.14** SPEN attaches great importance to the effect that its works may have on the environment and on people. In seeking to achieve 'least disturbance' SPEN is keen to engage with key stakeholders including local communities and others who may have an interest in the Galashiels to Eccles 132kV OHL Replacement Project. This engagement process begins at the early stages of development of a project to ensure that the project design balances the views of stakeholders and communities with SPEN's statutory obligations, and continues into construction once consent has been granted.

**1.15** In Scotland, the requirements for public consultation in relation to applications for Section 37 consent are not prescriptive. However, Scottish Ministers encourage developers to follow consultation principles as set out within the Town and Country Planning (Development Management Procedure) Regulations (Scotland) 2013 and the relevant provisions of the Town and Country (Scotland) Act 1997 (as amended).

<sup>2</sup> The references below to SPEN in the context of statutory and licence duties and the application for Section 37 consent should be read as applying to SP Transmission plc.

**1.16** SPEN's approach to stakeholder engagement for major electrical infrastructure projects is outlined Chapter 2 of SPEN's Approach to Routeing and Environmental Impact Assessment document<sup>3</sup>. SPEN aims to ensure effective, inclusive and meaningful engagement with the public, local communities statutory and other consultees and interested parties through four key engagement steps:

- Pre-project notification and engagement with consenting bodies, planning authorities, and statutory consultees;
- Information gathering to inform the routeing stage;
- Obtaining feedback on the emerging route options and preferred route; and
- The Environmental Impact Assessment (EIA) stage.

**1.17** In addition, and as noted above, SPEN as a holder of a transmission licence, has a duty under Section 38 and Schedule 9 of the Electricity Act 1989, when formulating proposals for new electricity lines and other transmission development, to have regard to the effect of work on communities, in addition to the desirability of the preservation of amenity, the natural environment, cultural heritage, landscape and visual quality.

**1.18** Due to current COVID-19 restrictions regarding face-to-face interactions, the public consultation and stakeholder engagement took place online using a virtual consultation room developed by LUC.

### Routeing and Consultation Process

**1.19** A routeing exercise was undertaken in 2021 which comprised a review of environmental, technical and economic considerations and the application of established step-by-step routeing principles to identify and appraise potential route options to establish a 'preferred' route for the OHL. The objective was to identify a route for the OHL which meets the technical requirements of the electricity system, which are economically viable and cause, on balance, the least disturbance to the environment and the people who live, work and enjoy recreation within it.

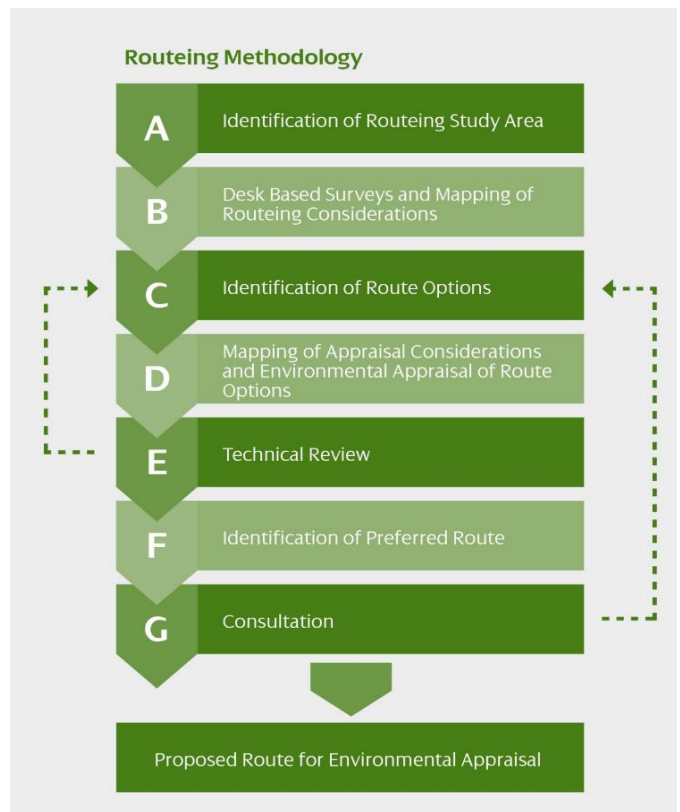
**1.20** Following established best practice for routeing OHLs, initial stages of the routeing process comprised the identification of a study area, within which environmental characteristics were mapped to inform the identification of a total of three route options. These route options were appraised against environmental criteria including landscape and visual amenity, cultural heritage, forestry, hydrology and biodiversity to identify a preferred route for the OHL connection. The route options were also appraised by SPEN

against technical criteria including topography and proximity to existing OHL transmission and distribution infrastructure. The emerging preferred route for the Galashiels to Eccles 132kV OHL Replacement Project, i.e. the preference taking account of both environmental and technical considerations, was then taken forward through the consultation process, with feedback being used to further review the routeing findings and inform the next steps.

**1.21** More information about the process followed to identify and appraise route options to select the preferred route can be found in the Routeing and Consultation Report.

**1.22** An overview of the broad sequential steps in SPEN's routeing methodology is provided in **Figure 1.2** below.

**Figure 1.2: Overview of Routeing Methodology**



<sup>3</sup> SP Energy Networks (May 2021) Approach to Routeing and Environmental Impact Assessment, Version 2. Available [online] at:

[https://www.spenergynetworks.co.uk/userfiles/file/SPEN\\_Approach\\_to\\_Routeing\\_Document\\_2nd\\_version.pdf](https://www.spenergynetworks.co.uk/userfiles/file/SPEN_Approach_to_Routeing_Document_2nd_version.pdf)

# Chapter 2

## Consultation Process

### Overview

**2.1** Full details of the consultation that was undertaken (i.e. distribution of leaflets, advertising the public consultation, project website, hosting of the online public exhibition (including attending live chat sessions) and methods made available to provide feedback) are contained within the Routeing and Consultation Report.

### Who SPEN Consulted

**2.2** This section describes the various groups of stakeholders relevant to the Galashiels to Eccles 132kV OHL Replacement Project that SPEN consulted during its pre-application consultation.

**2.3** All consultees (both statutory and non-statutory) were sent information about the project via e-shot on the day the public consultation went live i.e. 27<sup>th</sup> September 2021. These included detail of where to find information on the Galashiels to Eccles 132kV OHL Replacement Project, including where to access the Routeing and Consultation Document, when and how to attend the online virtual exhibition, and how to make comments to SPEN (including deadline). Consultees were asked for their views on:

1. The preferred route (Route Option 2).
2. Any of the alternative route options we considered during the routeing process (Route Options 1a, 1b and 3).
3. Any other issues, suggestions or feedback the consultees would like SPEN to consider.

**2.4** Consultees were also informed that comments at this stage are informal comments to SPEN and are made to allow SPEN to determine whether changes to the preferred route are necessary. An opportunity to comment formally to the Scottish Government ECU will follow at a later stage in the process following submission of the Section 37 application.

### Landowners

**2.5** Landowners within the preferred route corridor were contacted directly by SPEN's project land officer separately for feedback on the proposals.



### Local Authorities and Statutory Consultees

**2.6** Statutory consultees contacted as part of the Galashiels to Eccles 132kV OHL Replacement Project are listed below:

- Scottish Borders Council (SBC) – as relevant Local Planning Authority);
- Scottish Environment Protection Agency (SEPA);
- NatureScot; and
- Historic Environment Scotland (HES).

**2.7** The consultees listed above, as well as the Scottish Government Energy Consents Unit (ECU), were contacted via email prior to the public consultation going live and were provided with an overview of the project as well as the opportunity to arrange a virtual meeting with SPEN to discuss the project. None of the consultees took up the offer for a call.

### Community Councils

**2.8** Local Community Councils, also being statutory consultees, within the surrounding area of the Galashiels to Eccles 132kV OHL Replacement Project were also contacted. The Community Councils contacted were:

- Galashiels Community Council;
- Tweedbank Community Council;
- Melrose and District Community Council;
- Lauderdale Community Council;
- Earlston Community Council;
- Floors, Makerstoun, Nenthorn and Smailholm Community Council;
- Gordon and Westruther Community Council;
- Greenlaw and Hume Community Council;
- Ednam, Sitchill and Berry Moss Community Council;
- Kelso Community Council; and
- Leitholm, Eccles and Birgham Community Council

### Non-Statutory Consultees

**2.9** Further non-statutory consultees were sent information about the Galashiels to Eccles 132kV OHL Replacement Project. The non-statutory consultees contacted were:

- Borders Bat Group;
- British Horse Society;
- British Telecom (BT);
- British Trust for Ornithology (Lothian and Borders);

- Civil Aviation Authority – Airspace;
- Crown Estate Scotland;
- Defence Infrastructure Organisation (MoD);
- Edinburgh Airport;
- Fisheries Management Scotland;
- John Muir Trust;
- Joint Radio Company;
- Local District Salmon Fisheries (River Tweed Commission);
- Lothian and Borders Raptor Study Group;
- Mountaineering Scotland;
- National Farmers Union of Scotland;
- NATS Safeguarding;
- Scottish Badgers;
- Scottish Forestry;
- Scottish Outdoor Access Network;
- Scottish Rights of Way and Access Society (ScotWays);
- Scottish Water;
- Scottish Wild Land Group (SWLG);
- Scottish Wildlife Trust;
- South Scotland Red Squirrel Group;
- Sustrans Scotland;
- The Coal Authority;
- The Health and Safety Executive (HSE);
- The National Trust for Scotland;
- The Ramblers Association;
- Transport Scotland; and
- Visit Scotland.

### Local Communities and Members of the Public

**2.10** Leaflets were distributed to local properties located within 500m of the route options. The project leaflet invited people to attend the online virtual exhibition and provided details about how to access more information via the project website, make comments and contact the project team.

**2.11** The wider general population in the Scottish Borders was informed about the consultation using an advertisement within the Southern Reporter and Berwickshire News and Berwick

**Chapter 2**  
Consultation Process

Galashiels to Eccles OHL Replacement Project  
February 2022

Advertiser, two local weekly newspapers, on the lead up to the public consultation.

# Chapter 3

## Overview of Consultation Feedback

### Representations Received

**3.1** This chapter explains how the responses from the stakeholders outlined in **Chapter 2** have been summarised and presented in this document. In total there were 936 visitors to the online virtual exhibition, with a total of 84 public representations received from a combination of the responses to the online feedback questionnaire or emails sent directly to the SPEN project email address. Feedback has also been received from statutory and non-statutory consultees as well as landowners (who SPEN are liaising with directly).

### Stakeholder Responses

**3.2** A total of six stakeholders made representations during the pre-application consultation. These were:

- NatureScot;
- Historic Environment Scotland (HES);
- Scottish Environment Protection Agency (SEPA);
- The Coal Authority;
- Lauderdale Community Council; and
- Earlston Community Council.

**3.3** During consultation feedback, a local councillor requested that a site visit/meeting take place between SPEN, local councillors and local residents of Fans to discuss the proposals and concerns raised by local residents. SPEN and the project landscape architect from LUC met onsite with the local community members on 3<sup>rd</sup> December 2021 to discuss these concerns. Those in attendance reported that the meeting was useful in clarifying their understanding of the proposals and the previous responses provided by SPEN (see also **Appendix A**).

**3.4** SPEN is continuing to liaise with the landowners who may be affected by the Preferred Route Option 2 and will continue to do so during the detailed route design process. Landowner comments were received in relation to all route options.

**3.5** In summary, most consultees (including NatureScot, Lauderdale Community Council and Earlston Community Council) supported the selection of Route Option 2 as the preferred route and agreed with the findings and methodology of the appraisal process. NatureScot and HES provided specific comments in relation to potential effects which they



would like to be considered as part of the design and EIA assessment process going forward.

**3.6** A full list summarising the consultation responses received and the responses made by SPEN (including any actions required through the design process) are outlined in **Appendix A: Summary of Pre-Application Consultation Feedback from Routeing Stage**.

### Key Feedback Topics

**3.7** To maintain anonymity of members of the public who provided feedback, comments have been split into topics in **Tables 1.3-1.6 of Appendix A**. Moreover, to differentiate between comments made exclusively on alternative Route Options 1a and 1b and Route Option 3 (which related to questionnaire Q2), these have been split between **Tables 1.4-1.5**. Key themes/sub-topics identified included:

- Positive comments of support in relation to the Preferred Route Option 2. Topics included:
  - Landscape and visual amenity;
  - Cultural heritage;
  - Environmental impacts; and
  - Economic impacts.
- Negative comments in relation to Preferred Route Option 2. Topics included:
  - Landscape and visual amenity;
  - Noise;
  - Cultural heritage; and
  - Health and safety.
- Requests for additional information on Preferred Route Option 2, including:
  - Confirmation of the route alignment; and
  - Application and construction timescales.
- Negative comments in relation to Route Options 1a and 1b. Topics included:
  - Landscape and visual amenity;
  - Cultural heritage;
  - Environmental impacts;
  - Construction works; and
  - Economic impacts.
- Negative comments in relation to Route Option 3. Topics included:
  - Landscape and visual amenity;

- Environmental impacts; and
- Economic impacts.

- General feedback to SPEN in relation to experience of accessing public consultation materials, and functionality of virtual public consultation room.

### How Feedback Has informed Route Selection

**3.8** SPEN has carefully considered the feedback received to date to understand how this could influence the selection of the preferred route. Most consultee/public feedback agreed with the preferred route (Route Option 2). There have been no key issues identified through consultation which have not already been considered to date during the routeing process, and which would otherwise result in SPEN reconsidering the preferred route. The key issues raised during consultation, such as in relation to landscape and visual amenity (including proximity to residential properties), cultural heritage, noise and health and safety, will continue to be considered as part of the detailed design of the OHL alignment as the project progresses.

**3.9** In line with consultation feedback and the accompanying technical review of proposals, it has been identified that a short section of cable will be required to enter the Eccles and Galashiels substations. The minor amendment will be considered within the assessment of the proposed route as the project progresses, considering the potential impacts of the short section of cable.

### Ongoing Consideration of Feedback

**3.10** SPEN will continue to keep communities, including landowners, up to date (via the project website) as its proposals move forward. There will also be further opportunities for people to provide representations to the Scottish Government ECU on the Galashiels to Eccles 132kV OHL Replacement Project following the submission of the Section 37 application.

## Chapter 4

# Conclusions and Next Steps

**4.1** SPEN has reviewed and considered in detail all feedback received from the public, consultee bodies and landowners in relation to the pre-application consultation for the Galashiels to Eccles 132kV OHL Replacement Project.

**4.2** The feedback received has informed SPEN's review of the Galashiels to Eccles 132kV OHL Replacement Project with regards to the following:

- Views on the project as a whole, including the routeing methodology and consultation process;
- Views on SPEN's route options; and
- Information about the local area, for example, local environmental characteristics.

### Confirmation of the Preferred Route

**4.3** Following the findings of the routeing study and consideration of the feedback received during the pre-application consultation, SPEN is of the view that Preferred **Route Option 2** continues to be the most technically feasible and economically viable route, and will cause the least impact on the environment, and therefore this route has been confirmed as the **Proposed Route** option for the Galashiels to Eccles 132kV OHL Replacement Project, as seen on **Figure 1.1**.

### Next Steps

**4.4** The Proposed Route will be progressed to identify a more detailed alignment for the OHL, including individual tower positioning and ancillary development, including cable section into Eccles and Galashiels substations and construction working areas and accesses, which will be informed by the emerging findings of the environmental baseline surveys as part of the EIA, detailed engineering ground surveys and further discussions with landowners.

**4.5** The Galashiels to Eccles 132kV OHL Replacement Project will require Consent under Section 37 of the Electricity Act 1989. In early 2023 SPEN will submit a request to the Scottish Government ECU for an EIA Scoping Opinion in accordance with Regulation 12 of The Electricity Works (Environmental Impact Assessment) (Scotland) Regulations 2017 (as amended). The Scoping Opinion request will be accompanied by an EIA Scoping Report setting out the potential significant effects proposed to be assessed in the

EIA which will accompany the Section 37 application and the proposed methodology for doing so. Proposed mitigation and good practice measures will also be identified to ameliorate any adverse effects. Feedback received to date from consultees will be considered when defining the scope of the EIA. The Scottish Government ECU will consult with statutory and non-statutory consultees (including Scottish Borders Council) on the content of the Scoping Report (including the proposed route) to inform the Scoping Opinion.

**4.6** The final route alignment, including all ancillary development, will be included in the application for Section 37 Consent and deemed planning permission to the Scottish Government ECU.

**4.7** Information collated from feedback received as part of this pre-application consultation relating to locally important areas and features will be reflected in the design of the alignment alongside the field surveys where relevant.

**4.8** SPEN will consult fully with affected landowners and occupiers on all aspects of the Galashiels to Eccles 132kV OHL Replacement Project and will give them an opportunity to comment on proposals as they progress.

**4.9** Following the submission of the application for consent under Section 37 of the Electricity Act 1989 and accompanying EIA Report, further consultation will be undertaken by the ECU with statutory and non-statutory consultees on the proposals and content of the EIA Report to inform the decision-making process. The submission of the application and EIA Report will be advertised in the local and national press, and will also provide the opportunity for members of the public to make representations to the ECU on the proposals. SPEN will make the EIA Report publicly available on its project website and in public locations, as necessary.



**Appendix A**  
**Summary of Consultation  
Feedback from Routeing Stage**

Table 1.1: Summary of Consultation Feedback from Statutory Consultees

Consultee	Summary of Feedback	Response / Comments
<p>Historic Environment Scotland (HES)</p>	<p><b>Response received: 8<sup>th</sup> October 2021</b></p> <p>Requested GIS shapefiles for the Preferred Route.</p> <p><b>Response received: 5<sup>th</sup> November 2021</b></p> <p>HES confirmed they are content with the site selection process, however, made comments regarding potential impacts on heritage assets within and outwith the Preferred Route.</p> <p>Heritage assets located within the Preferred Route Option with the potential to experience direct/physical effects include:</p> <ul style="list-style-type: none"> <li>■ Scheduled Monument, SM390 Crossall, Cross</li> </ul> <p>It is recommended that early consultation is carried out with HES to discuss the proposed works and identify any requirements for scheduled monument consent (SMC) or particular mitigation measures to ensure that direct impacts are avoided. HES expect that any development would avoid direct impacts on the Scheduled Monument above, however, advise that if any works are required within the scheduled area of the monument, a SMC would first be required.</p> <p>Heritage assets located outwith the Preferred Route with the potential to experience indirect/setting impacts include:</p> <ul style="list-style-type: none"> <li>■ Scheduled Monument, SM387 Hume Castle;</li> <li>■ Scheduled Monument, SM4547 Belchester, fort 200m W of;</li> <li>■ Scheduled Monument, SM8232 Eccles, St Mary's Convent, nunnery;</li> <li>■ Scheduled Monument, SM13590 Greenknowe Tower, Gordon;</li> <li>■ A-listed building, LB2123 Mellerstain House;</li> <li>■ A-listed building, LB2124 Stables and Cottage Block, Mellerstain;</li> <li>■ A-listed building, LB2120 Cowdenknowes;</li> <li>■ Garden and Designed Landscape, GDL00001 Abbotsford;</li> <li>■ Garden and Designed Landscape, GDL00088 Carolside and Leadervale; and</li> <li>■ Garden and Designed Landscape, GDL00280 Mellerstain.</li> </ul>	<p>SPEN confirmed receipt of the email from HES on 8<sup>th</sup> October 2021. GIS shapefiles were issued to HES by LUC on 12<sup>th</sup> October 2021.</p> <p>Avoiding potential physical and minimising setting effects of the new overhead line (OHL) on cultural heritage assets will continue to be achieved during the iterative design process through the careful alignment of the OHL and positioning of steel towers and other infrastructure. A key consideration will be to avoid placing any infrastructure within the Crossall Cross (SM390) scheduled area.</p> <p>In relation to setting, it should be noted that Route Option 2 follows the existing 'U' route, and as a result, is likely, on balance, to affect the lowest number of heritage assets and cause the least setting change by comparison to the alternative Route Options. This is because it is possible that effects on the setting of cultural heritage assets along the 'U' route may have already taken place.</p> <p>At this stage, it is proposed that a 3km study area will be adopted for the assessment of effects on setting, based on professional judgement and past experience. This will also ensure that the assessment is proportionate and focusses on identifying significant setting effects. The EIA Scoping Report will set out which heritage assets are proposed for detailed assessment based on a Zone of Theoretical Visibility (ZTV), and the assets highlighted by HES will also be taken into consideration in that process.</p> <p>HES and Scottish Borders Council (SBC) will be consulted with to inform the scope of the assessment and to seek agreement on the proposed cultural heritage viewpoints during the EIA process. The cultural heritage assessment will be undertaken in accordance with the latest HES guidance.</p>

Consultee	Summary of Feedback	Response / Comments
	<p>HES expects setting impacts on the above assets to be assessed in any EIA application. HES also recommended that the assessment is undertaken with reference to the Historic Environment Policy for Scotland and the advice on good practice in cultural heritage assessment in Appendix 1 and the EIA Handbook.</p>	
<p>Scottish Environment Protection Agency (SEPA)</p>	<p><b>Response received: 21<sup>st</sup> October 2021</b></p> <p>SEPA advised they can only offer their standard comments at this stage and offered to forward these on.</p> <p><b>Response received: 25<sup>th</sup> October 2021</b></p> <p>SEPA provided standard EIA scoping advice.</p>	<p>SPEN confirmed receipt of the email from SEPA on 22<sup>nd</sup> October 2021 and acknowledged that SEPA is only able to offer standard comments at this time. SPEN asked if these can be forwarded so that they can be recorded as part of the consultation feedback.</p> <p>SEPA standard scoping advice was received and provided advice in relation to minimising effects on peat, Groundwater Dependent Terrestrial Ecosystems (GWDTEs) and the water environment in general.</p> <p>The design and assessment of the Galashiels to Eccles 132kV OHL Replacement Project will be undertaken in accordance with the latest SEPA guidance and regulatory advice. In particular, the design will seek to avoid placing infrastructure (towers, construction compounds and laydown areas) within 50m of larger watercourses, will seek to avoid placing infrastructure (particularly steel towers with larger excavations) within private water supply (PWS) catchments and within 250m from PWS sources and potential GWDTEs. A walkover of the Proposed Route will be undertaken, and targeted peat probing will be employed in areas where ecological surveys highlight potential peatland habitats. Any areas of deeper peat (&gt;0.5m) identified will be mapped and avoided as part of the iterative design process. A robust assessment of effects will be undertaken, and the scope of the assessment will be set out within the EIA Scoping Report. SEPA will be consulted throughout the EIA as necessary.</p>
<p>NatureScot</p>	<p><b>Response received: 22<sup>nd</sup> October 2021</b></p> <p>NatureScot provided comments on the following designated sites:</p> <ul style="list-style-type: none"> <li>■ Eildon and Leaderfoot National Scenic Area (NSA): It is noted that two towers belonging to the existing 'AT' route appear to be located within this NSA and that the removal of these two towers may impact the NSA. It is also noted that the existing 'U' route is visible against the skyline from within the NSA using Google Maps and that increasing the height of towers along a route similar to the existing 'U' route by 5m may impact the</li> </ul>	<p>SPEN confirmed receipt of NatureScot's response on 22<sup>nd</sup> October 2021. All comments on designated sites are noted and will be considered further during the detailed design stage and EIA Scoping and assessment process.</p> <p>With regards to visual effects on the special qualities of the Eildon and Leaderfoot NSA, a key design objective will be to minimise visibility or any increase in visibility compared to the existing 'U' route from this area through careful routeing such as through the use of topographical screening and siting and design/height of towers. Replacement of the existing 'U' route with a new OHL on the same route will present less of a change in landscape effects compared to the introduction of new infrastructure into a previously unaffected area. An assessment of effects on the NSA will be undertaken as part of the EIA (for the</p>



Consultee	Summary of Feedback	Response / Comments
	<p>NSA. It is also noted that Route Option 3 may impact the NSA in this way.</p> <ul style="list-style-type: none"> <li>■ River Tweed Special Area of Conservation (SAC): It is noted one tower belonging to the existing 'AT' route is located approximately 30m from this SAC (also located within the Eildon and Leaderfoot NSA) and that all Route Options appear to cross the SAC at various locations. This site may, therefore, be impacted.</li> <li>■ Avenel Hill and Gorge Site of Special Scientific Interest (SSSI): It is noted that the existing 'U' route passes through this site; however, no towers will be located within the SSSI and the OHL will be suspended above the site. If decommissioning works will be undertaken within the SSSI, the site may be impacted.</li> <li>■ The Hirsell SSSI: It is noted that the Eccles substation, which the OHL connects to, is located within 2km of the SSSI. This site is unlikely to be impacted.</li> <li>■ Lurgie Loch SSSI: It is noted that the existing 'AT' route is approximately 70m of this site. The SSSI is located downhill of the 'AT' route and may be impacted.</li> <li>■ Hareheugh Craigs SSSI: It is noted that the existing 'AT' route is approximately 70m from this site. This site is unlikely to be impacted.</li> <li>■ Gordon Moss SSSI: It is noted that Route Option 1b appears to border the SSSI. This site may be impacted.</li> </ul> <p>Regarding the Preferred Route Option 2, NatureScot refers to the impact on the Eildon and Leaderfoot NSA by use of taller towers, as detailed above. It is advised that positioning the towers further away from the NSA, utilising the geography of the land to conceal them, and/or lowering their height may reduce any potential impacts.</p> <p>Regarding the alternative Route Options, NatureScot commented that Route Option 2 follows the existing 'U' route, therefore, would theoretically result in a lesser relative impact to the wider natural heritage compared to Route Options 1a, 1b or 3, which only partially follow existing OHLs. It is noted that Route Option 1a would result in the replacement OHL being located further away</p>	<p>construction of the replacement OHL and decommissioning of the existing 'U' and 'AT' routes) and further details will be provided in the EIA Scoping Report.</p> <p>All designated ecological sites will be reviewed in relation to the Proposed Route and existing 'U' and 'AT' routes and checked for hydrological connectivity to determine if a detailed assessment is required in the EIA. Given the increased span of steel towers, it is possible to avoid designated sites through the careful positioning of towers, and this will be explored during the detailed design of the OHL in the western end in relation to the Avenel Hill Gorge SSSI and the River Tweed SAC in particular. By following the existing 'U' route, it is expected that effects on natural heritage will be minimised compared to following a new route, and any protected species will have become habituated to the presence of the existing OHL. Notwithstanding, detailed ecological surveys (NVC, protected species and breeding birds) will be undertaken for the Proposed Route and existing 'U' and 'AT' routes and effects assessed fully in the EIA as necessary. It will also be necessary to screen the need for Habitat Regulations Appraisal (HRA) in relation to the River Tweed SAC.</p> <p>As per the response to SEPA, steel towers and other infrastructure will be located outside 50m of larger watercourses wherever possible to avoid pollution incidents. Other good practice mitigation measures will be employed to minimise effects on ecology/ornithology, including the implementation of a Species Protection Plan (SPP) and the appointment of an Ecological Clerk of Works (ECoW) with responsibility for monitoring compliance with environmental legislation.</p> <p>Consultation will be undertaken with NatureScot to inform the assessment of effects on landscape and visual amenity and ecology/ornithology in the EIA. This will include agreeing LVIA viewpoints and the scope of the ecology/ornithology surveys.</p>

Consultee	Summary of Feedback	Response / Comments
	<p>from the NSA, however, this route overlaps two Local Wildlife Sites (LWS). LWS in this area are administered by SBC.</p> <p>NatureScot commented that the precise location of the steel towers and associated infrastructure (e.g. access roads and storage) will be required to identify the extent of any potential risk to designated sites.</p> <p>It is also commented that where applicable, avoiding habitat such as native woodland and peatland by a wide margin would be beneficial to the natural heritage, as would timing the works to avoid the breeding season for ground nesting birds. If protected species are present and may be disturbed, NatureScot advised there may be a need to obtain a licence from NatureScot to proceed with the work.</p> <p>Where work takes place near watercourses, it also advised that keeping vehicles out of the water and avoiding damage to the banks will help avoid impacting the natural heritage. Similarly, marking/flagging the wires above watercourses may help birds avoid collision.</p>	
Lauderdale Community Council	<p><b>Response received: 20<sup>th</sup> October 2021</b></p> <p>Lauderdale Community Council (CC) confirmed that they would have no concerns with the Preferred Route Option 2 as this Route Option does not lie within nor encroach into the Lauderdale CC area.</p> <p>The CC would, however, be concerned if Route Options 1a or 1b were progressed as these appear to run up the Birken side to Legerwood Valley and the Eden Burn and pass in close proximity to the Legerwood settlement. Concern is expressed that Route Options 1a and 1b would have an adverse visual impact on these places and on the approach to them along the valley. It is noted by the CC that this route is also used by cyclists, walkers and horse riders.</p> <p>Concern is also expressed by the CC regarding the cumulative impact of additional towers at Birken side with the existing 'ZA' route and the impact of Route Option 1a on Kirkhill and Corsbie.</p>	<p>SPEN provided a direct response on 22<sup>nd</sup> October 2021. SPEN confirmed that they are not proposing either Route Option 1a or 1b. The Preferred Route Option is Route Option 2. It was advised that should SPEN be unable to confirm Route Option 2 as the Proposed Route, they would consult on any alternative Route Option that would be subsequently proposed.</p> <p>Regarding the request to be kept directly informed, SPEN advised that they would continue to include Lauderdale CC as a consultee for future stages of the Galashiels to Eccles 132kV OHL Replacement project. SPEN will also continue to engage with the Scottish Borders Council (SBC) formally as part of the project development process.</p>

Consultee	Summary of Feedback	Response / Comments
	The CC requested they are kept directly informed of future developments.	
Earlston Community Council	<p><b>Response received: 21<sup>st</sup> November 2021</b></p> <p>The Community Council only wishes to raise concern over potential timing and impact on roads.</p> <p>There are two major projects due to begin in the near future; a new primary school and Eildon Housing development.</p>	This response is noted. The timing of project delivery and associated impact on the road network will be considered as the scheme develops and is anticipated to be subject to a planning consent condition. The works are not imminent and it is anticipated that a Traffic Management Plan will be required and will need to be approved by SBC prior to works commencing. Therefore, SPEN do not consider that this will be an issue.

**Table 1.2: Summary of Consultation Feedback from Non-Statutory Consultees**

Consultee	Summary of Feedback	Response / Comments
The Coal Authority	<p><b>Response received: 6<sup>th</sup> October 2021</b></p> <p>The Coal Authority confirmed that the site is located outside of the defined coalfield. Therefore, the Coal Authority have no specific comments/observations to make on the Galashiels to Eccles OHL Replacement Project.</p>	SPEN confirmed receipt of the email from The Coal Authority on 8 <sup>th</sup> October 2021. No further response required.

**Table 1.3: Summary of Consultation Feedback from Public Representation in Response to Question 1: What are your views on the Preferred Route?**

Topic	Issue Raised	Response
<b>Comments in Support of Preferred Route Option 2</b>		
General	<p>25 respondents<sup>1</sup> explicitly agreed the Preferred Route Option 2 is the best option by comparison to the alternative Route Options for reasons including those detailed below.</p> <p>This compared to one response in support for Route Option 1a, no support for Route Option 1b and eight in support of Route Option 3. The remaining respondents did not provide detail on which Route Option they preferred.</p>	Comments noted.

<sup>1</sup> Not all 25 respondents who explicitly stated that they preferred Route Option 2 provided reasons. Of those who provided reasons, these related to landscape and visual, cultural heritage, economic impacts and environmental impacts as highlighted in Table 1.3.



Topic	Issue Raised	Response
Landscape and Visual	Route Option 2 is preferred due to proximity to properties.	Comments noted. The detailed alignment of the OHL will continue to take the proximity of residential properties into consideration and will seek to avoid routeing within 150m of properties wherever possible, particularly those with principal views towards the OHL.
	Route Option 2 is preferred as it is situated lower in the valley which provides less visual impact on the surrounding countryside.	Comments noted.
	Route Option 2 is supported on the basis that the replacement OHL is located south of the existing 'U' route.	The replacement OHL alignment in relation to the existing 'U' route will be confirmed as the project progresses and will be determined by the presence of environmental and technical constraints identified through desk-based and field based surveys.
	Considered to have the least impact in relation to the various criteria considered as part of the routeing exercise as this Route Option largely follows the existing 'ZA' route.	Comments noted.
	Considered to be the best option as it follows the existing 'U' route. The alternative Route Options are noted to deviate to different extents from existing lines and are therefore, more likely to impinge on populated areas which have not been previously affected by OHLs.	Comments noted. It is considered that following the existing 'U' route will have benefits in minimising potential effects on landscape and visual amenity, cultural heritage and natural heritage in particular, and this has been a key determining factor when choosing Route Option 2 as the Preferred Route.
	<p>Considered to be acceptable up until the point where it is in close proximity to the Coopersknowe Crescent residential development in Galashiels.</p> <p>It is understood that the yellow shaded corridor indicates the space in which the towers would be located and that the replacement OHL will need to be sited before the existing towers are removed. It is also noted that the existing towers are smaller in height than the replacement towers, therefore it is considered imperative that the placement of the replacement OHL is not located in closer proximity to the Coopersknowe development as this would greatly impact the living environment for residents. Presently, the existing towers are highly visible from residential windows.</p> <p>It is commented that this would be a great opportunity to make the OHL less visible to residents by siting the towers further away.</p>	Proximity of the replacement OHL to settlements and individual properties will be a key design consideration during the detailed design and EIA stages.
Cultural Heritage	Considered to have the least impact on heritable assets by comparison to Route Options 1a and 1b.	Comment noted. This has been acknowledged in the cultural heritage section of the appraisal of Route Options in the Routeing and Consultation Report (Appendix D).

Topic	Issue Raised	Response
Environmental Impacts	Considered to have the least overall environmental impact, including on specific wildlife areas, by comparison to the alternative Route Options.	Comments noted. This has been acknowledged in the biodiversity section of the appraisal of Route Options in the Routeing and Consultation Report (Appendix D).
Economic Impacts	<p>Considered to be the most economic Route Option as it is the shortest route and will require less material, less new works, and less new accesses by comparison to the other Route Options. This is because it is anticipated that existing accesses associated with the existing 'U' route will be utilised.</p> <p>Due to the above, it is considered this route will take less labour and time required to build and once commissioned, it will be more economic to maintain over the decades it is likely to be in service.</p>	Comments noted. The Preferred Route Option 2 is the shortest route and therefore the most economically viable option. Proximity to the existing 'U' route should allow for any new accesses required for the construction of the replacement OHL and removal of the 'U' route to be minimised. The type of access required will be dependent on local ground conditions, and access to each tower location will be agreed fully with each landowner across the three routes prior to construction and decommissioning.
<b>Comments of Concern in relation to the Preferred Route Option 2</b>		
Landscape and Visual	Concern regarding the size of the towers, particularly as the existing 'U' route which will be replaced is smaller in height and already located nearby residential properties. Concern is expressed that constructing taller towers along a similar route to the 'U' route could result in a greater visual impact from properties.	Route Option 2 broadly follows the route taken by the existing 'U' route which SPEN is proposing to replace. As noted in the Route Options appraisal in the Routeing and Consultation Document, the replacement of the existing 'U' route with the new OHL, albeit with larger towers, would present less of a change in terms of visual amenity compared to the introduction of new towers into a previously unaffected area. It should also be noted that the removal of the existing 'AT' route as part of the project will have benefits for improving visual amenity. Proximity to residential properties, and maximising separation distances between towers and properties, will be a key design consideration going forward.
	Concern that the new replacement OHL will be constructed in closer proximity to properties than the existing 'U' route in order to be accommodated.	
	Concern regarding potential visual impact on Huntshaw Farm. This is dependent on the detailed design of the replacement OHL. It is noted that this is an area frequently used by the local community for walks (note the Earlston circular walk also passes north of the 'U' route) and to the experience the views.	Effects on visual amenity, including views from residential properties will be a key design consideration during the detailed design and EIA stages.
	<p>Questioned why the opportunity is not being taken to improve the environment, visual amenity and protect people's health by undergrounding the replacement line.</p> <p>It is also suggested that the OHL should particularly be undergrounded as it enters Galashiels substation from the north.</p>	Based primarily on SPEN's statutory duties to ensure an efficient, co-ordinated and economical transmission network, it is SPEN's view that, wherever practical, an OHL approach is taken when planning and designing major electrical infrastructure projects. SPEN would note that this project is being proposed on the basis of OHL and not an underground cable. While SPEN constantly review their position on the use of transmission OHLs, the evidence available, including economic, technical and environmental factors, specifically statutory duties and licence obligations, will support an OHL approach in most cases. It is therefore SPEN's view that wherever practical, an OHL approach is taken when planning and designing major electrical infrastructure projects. However, SPEN appreciate that there are specific circumstances in which an underground approach should be considered.

Topic	Issue Raised	Response
		<p>There are certain circumstances where undergrounding will be considered or required such as to gain entry into the substation, however undergrounding of this entire route is not considered to be a suitable option. If, in certain circumstances, it is determined that an underground cable is required instead of an OHL, the approach is to minimise the length of underground cable necessary to overcome the constraint to OHL routeing, consistent with a balance between technical and economic viability, deliverability and environmental considerations. SPEN have not identified the requirement for such a decision at this time for this project.</p> <p>The final design arrangements into the Galashiels substation have yet to be confirmed, however SPEN acknowledge all comments made and the constrained nature in that vicinity and note that it may be necessary to include a section of underground cable to facilitate the connection.</p>
	Concern regarding cumulative impact with the existing 'ZA' route.	Cumulative effects of the replacement OHL with the existing 'ZA' route, particularly in relation to landscape and visual amenity, will continue to be considered during the detailed alignment design of the replacement OHL. Cumulative effects will be assessed where necessary in the forthcoming EIA Report.
	Concern expressed regarding proximity to Hume Village, Langshaw and Gordon.	Proximity of the replacement OHL to settlements (including Hume Village, Langshaw and Gordon) and individual properties will be a key design consideration during the detailed design and EIA stages.
	<p>Concern expressed regarding proximity to Huntlywood.</p> <p>As mentioned above, concern is expressed regarding the visibility of the replacement OHL should this be sited north of the existing 'U' route. Concern is also expressed regarding the cumulative impact this would have with the existing 'ZA' line.</p> <p>Respondents would consider the Preferred Route Option acceptable if the replacement OHL is sited south of the existing 'U' route.</p>	<p>It should be noted that the closest OHL to Gordon is the 'ZA' route rather than the existing 'U' route which is being replaced by the new OHL. In terms of the tower heights, these are typically 27m in height but can range from 23m - 36m to address specific constraints along the route. For comparison, the existing 'U' route towers to the south of Gordon (crossing the A6089) are around 23m. In that same area, the towers the 'ZA' route (not affected by this project) are around 53m.</p> <p>By following the existing 'U' route, effects on visual amenity from nearby settlements, albeit with higher towers, will be minimised compared to routeing on previously unaffected land. The detailed design stage will look at tower positions and heights, and SPEN will then undertake environmental assessments on that design.</p>
	<p>Objection to the replacement OHL following the existing line as it is considered to be against the respondent's human right to have their outlook spoiled by a taller second row of towers.</p> <p>The respondent commented that they live in a Scottish Historic Listed house which was built north of Eccles in the early 1800s. The property's outlook towards the Cheviots is already ruined by existing OHLs and concern is expressed towards the construction of an additional OHL that is taller than the existing line.</p>	<p>In relation to a second row of towers and comparative heights of existing and proposed structures, it may be useful to clarify that SPEN are proposing the removal of both the existing 'U' route and the 'AT' route, to be replaced by one double circuit steel tower line, along the broad Route Option 2 set out, which broadly sits to the south of the existing 'ZA' route.</p> <p>The existing 'U' route consists of towers of varying height, but by way of illustration, towers north of Eccles generally range between approximately 22m and 28m height. The proposed new construction towers are typically 27m in</p>

Topic	Issue Raised	Response
	<p>It is considered that the impact of OHLs should be shared by many as electricity is enjoyed by all, rather than multiple OHLs being constructed and concentrated in one area, resulting in a greater effect on those residing near the OHLs.</p> <p>The respondent hopes SPEN would visit the area to witness first-hand the impact renewing the old line in this location would have on the countryside.</p> <p>Objection to the replacement OHL following the existing 'U' route as the 'U' route is already located in close proximity to the respondent's property, as well as the existing 'ZA' route. The respondent comments that their outlook is already spoiled existing OHLs including a large tower which is situated on a hill in front of their property. It is noted that the smaller OHL to the right of their property is half the size of the large tower, and concern is expressed that if the smaller towers are replaced with large towers, this would have a detrimental visual and noise impact on their property.</p> <p>The respondent suggests alternative Route Options for the OHL and questions why these cannot be followed instead.</p> <p>Resident at Fansloanend expressed concern regarding the cumulative visual impact with the 'U' route, 'ZA' route and from the Lammermuir Wind Farm. It is also noted by the respondent that views from this area have been further depleted by recent deforestation at several sites directly in line of site from the respondent's property. It is also noted by the respondent there is audible impact from the existing 'U' route.</p> <p>Commented that the proposed move from asymmetrical 22m towers to 27m steel lattice towers will bring the nearest towers to their property above the skyline (at the moment the current OHL is highly visible but does not breach the skyline).</p>	<p>height but can range from 23m - 36m to address specific constraints along the route.</p> <p>Regarding the general approach to the route proposed, it may be useful to note that the routeing process is environmentally led, taking into account the broad range of environmental considerations, including issues such as landscape, cultural heritage, ecology and ornithology and proximity to properties. This range of considerations direct the identification of the Route Options considered in the assessment, with the Proposed Route considered to be the most appropriate, on balance, to accommodate the replacement OHL.</p> <p>SPEN recognise that the visual impact of an OHL may be an issue for many local communities and individuals, and SPEN's approach is to maximise the distance of the final route from properties wherever possible, including the principal views from properties. Individual properties have been mapped and considered as part of this stage of the routeing process and principle views from residential properties will be taken account of during the siting of towers through the detailed design stage.</p> <p>The identification of the three route options has been driven by a number of mapped environmental and technical constraints such as landscape, cultural heritage, ecology and ornithology, proximity to properties and topography. As such, these were considered to be the most suitable options for progressing to the comparative appraisal stage.</p> <p>Comments are noted. Visual amenity impacts of the replacement OHL will be considered as part of the detailed design and EIA. Following confirmation of the Proposed Route, SPEN will look at potential tower positions within the wider Route Option and identify where the towers can be best located to mitigate landscape and visual impacts (including cumulative effects) and effects on residential visual amenity.</p>
Noise	<p>Concern expressed regarding the audible impact of the replacement OHL. It is noted that residents already experience noise impacts from the existing 'U' route and other OHLs.</p>	<p>The noise associated with the construction of the replacement OHL and decommissioning of the existing 'U' and 'AT' OHLs, will be of a short duration at any one location. The noise generated by construction and decommissioning works (including that from construction traffic) will quickly diminish as the construction progresses, moving the activity away from each noise-sensitive location.</p> <p>Operating high voltage OHLs can generate audible noise, the level of which depends upon the operating voltage and the choice of conductor system. Noise from OHLs is produced by the phenomenon of 'corona discharge', this being a</p>



Topic	Issue Raised	Response
		<p>very limited breakdown of the air at points around the surface of the conductor. With this type of construction and operating voltage, and during certain weather conditions, audible noise would only be perceptible to an observer standing directly beneath the line. Noise levels at a very short distance (50m) from the OHL would be imperceptible relative to the background. The proximity of the replacement OHL to residential properties will be a key design consideration going forward.</p>
Cultural Heritage	Noted that Route Option 2 passes by Hume Castle.	<p>It should be noted that Route Option 2 follows the existing 'U' route, and as a result, it is likely, on balance, to affect the lowest number of heritage assets and potentially to result in the smallest setting change compared to the other Route Options which would be the result of new structures in the landscape. Minimising the potential physical and setting effects of the replacement OHL on cultural heritage assets will be achieved through the iterative design process through the careful alignment of the OHL or positioning of steel towers and other infrastructure. Potential effects on Hume Castle will be further explored through site visits, ZTV mapping and assessment as part of the EIA, in consultation with HES.</p>
Health and Safety	Concern expressed regarding the potential risk hazards associated with continuing high voltage OHLs in proximity of residential dwellings and community facilities.	<p>OHLs are designed and constructed to very high technical standards in order to minimise potential health and safety risks. This includes making sure that the necessary minimal clearance distance between OHLs and surrounding structures are maintained.</p>
	<p>Concern expressed regarding proximity of the replacement OHL to Domestic Housing and the risk of Childhood Leukaemia.</p> <p>Commented that the existing 'U' route is already located too close to Domestic Housing in Earlstoun and that one child living in close proximity to the 'U' route has been diagnosed with Childhood Leukaemia. It is hoped that the replacement OHL will be located further away from Domestic Housing.</p>	<p>Proximity of the replacement OHL to settlements and individual properties will be a key design consideration during the detailed design and EIA stages.</p> <p>SPEN is aware of the ongoing studies into potential linkages between electromagnetic fields and occurrences of Childhood Leukaemia, however we note that there is currently no proven evidence to support this.</p>
	Concern expressed regarding proximity to the garage forecourt at DS Dalgleish where large quantities of fuel are dispensed. To address health and safety concerns, it is questioned why SPEN cannot utilise the existing underground infrastructure from the B6374 which runs along the C77 (Galashiels to Lauder Road) and services Longpark Wind Farm. It is considered that this would enable to removal of towers and OHLs from the Langlee area, across the B6374 and into the substation.	<p>At present, SPEN is looking to establish the most appropriate Route Option for the replacement OHL between Galashiels and Eccles, taking into account a range of environmental and technical considerations as discussed in the Routeing and Consultation Report. Based primarily on SPEN's statutory duties to ensure an efficient, co-ordinated and economical transmission network, it is SPEN's view that, wherever practical, an OHL approach is taken when planning and designing major electrical infrastructure projects. SPEN would note that this project is being proposed on the basis of OHL and not an underground cable. Nevertheless, proximity of the new OHL to existing structures will be a key technical design consideration going forward, and this will be carefully done to reduce any health and safety risks.</p>

Topic	Issue Raised	Response
<b>Additional Comments / Feedback / Requests regarding the Preferred Route Option 2</b>		
Figure Requests	Request to know where the Preferred Route passes through Huntlywood. The map within the leaflet is found to be unclear.	<p>The Preferred Route 2 is located to the south of Huntlywood and broadly follows the existing 'U' route which is proposed to be removed as part of this project and is located south of the existing 'ZA' route.</p> <p>SPEN prepared and provided a more detailed figure showing the Preferred Route in the vicinity of Huntlywood to the respondent.</p>
	Request for further detail regarding the route into Galashiels substation and the approach route in the vicinity of the C77.	<p>This request came from a respondent who SPEN had spoken with via telephone on 27<sup>th</sup> September 2021 as the respondent was unable to access the consultation material online.</p> <p>SPEN prepared and provided a more detailed figure on 8<sup>th</sup> October 2021 showing the Preferred Route in the vicinity of Galashiels substation to the respondent.</p>
	Concern expressed regarding proximity to Earlston. Request for a larger scale map of Earlston to view this area in the vicinity of the Preferred Route in more detail.	A higher resolution map showing the Preferred Route and a larger scale extract for the Earlston area was issued to the respondent via email on 29 <sup>th</sup> October 2021.
	Request for a larger scale map showing all Route Options.	A higher resolution map showing the Preferred Route was issued to the respondent via email on 25 <sup>th</sup> October 2021. SPEN advised that Route Option 2 is the Preferred Route, however, offered to prepare and send a more detailed map of the alternative Route Options if this was required.
The Preferred Route	Request to confirm if Route Option 2 is the Preferred Route.	<p>It is confirmed that the Preferred Route for the replacement OHL is Route Option 2, as shown in Figure 6.1 of the Routeing and Consultation Report. The other Route Options shown in Figure 4.3 is to illustrate those which were considered as part of the routeing process.</p> <p>By comparison to the alternative Route Options, Route Option 2 is considered to provide the best opportunity to locate the replacement OHL, on balance of all considerations.</p>
	Request to confirm what the wider shaded area around the Route Option implies.	<p>The wider shaded orange area shown on Figure 6.1 of the Routeing and Consultation Report is the extent of Route Option 2. This is the area within which SPEN consider to be most suitable to accommodate the replacement OHL.</p> <p>Subject to this consultation confirming the Proposed Route, SPEN would then look at the detailed design of the OHL within the orange shaded area.</p>
	Request to confirm where the towers will be placed.	SPEN consulted on the Preferred Route Option 2 which is considered to be the best option to locate the replacement OHL. Following confirmation of the Proposed Route, SPEN will look at the placement of individual towers as part of the detailed design process. SPEN will look to place these within the wider orange shaded area as shown in Figure 6.1 of the Routeing and Consultation Report.

Topic	Issue Raised	Response
	Request to confirm if the towers associated with the replacement OHL will be located in the same locations as the towers associated with the existing 'U' route.	<p>At this stage, SPEN do not have a detailed design for the OHL but have identified a route which is considered to best accommodate a replacement OHL.</p> <p>SPEN's Preferred Route largely follows the route of the existing 'U' Route and in general it is anticipated that the replacement OHL will be located in a broadly similar area. The existing line would, however, remain operational while the new line is constructed, so there would be certain technical standoff requirements between both OHLs as well as any environmental constraint along the route which would influence the precise locations for infrastructure placement.</p>
	Request to understand why the connection at Galashiels substation cannot connect to the existing 'ZA' route instead of constructing a new replacement OHL.	These circuits are being rebuilt to provide sufficient transmission capacity for generation in the area, providing a 132kV connection between Galashiels and Eccles. The 'ZA' route would not be suitable to meet these needs as it connects Cockenzie to Eccles so is not the correct geographical location. Also, the 'ZA' is part of the 400kV network and the connection is required on the 132kV network.
	Questioned why smaller towers cannot be utilised and how SPEN propose to mitigate the impact of the larger towers.	This project is proposing the smallest towers possible based on required clearances, the surrounding terrain and the need to carry two circuits rather than one. These are broadly comparable with those currently employed on the existing 'U' route, albeit there is potential that they may range from 23m – 36m. SPEN would broadly look to mitigate impact by careful placement of towers in the first instance.
	Request to know the detail of the route alignment in relation to Fansloanend and to understand why the visual impact of the replacement towers has not been made explicit. I.e., the proposed replacement towers are considered to be of substantially greater mass than those they would replace and simply noting the height increase of 5m implies far less visual impact than will actually be the case. There is also the impact of twin 27m masts adjacent to each other which would result in an industrial-like landscape.	The proposed replacement towers would range from 23m – 36m and by way of illustration, towers in the vicinity of Fansloanend range between 22m and 28m. At this stage SPEN do not have the detailed design for the replacement towers to state specific heights and locations to understand potential visual impacts at Fansloanend. That is something that will be considered as part of the detailed design and EIA. Following confirmation of the Proposed Route, SPEN will look at potential tower positions within the wider Route Option and identify the best locations to mitigate impacts. As noted, this is a line proposed to replace 'U' route, which would be removed once the new line is completed.
	Request to understand the visual impact from key local sites such as Black Hill, Smailholm Tower and the privately owned but enjoyed East Morrison ponds and the Gordon Community Woodland.	Consideration of visual impact from specific viewpoints will be considered at detailed design and EIA stage. Illustrative viewpoints for detailed assessed will be agreed with NatureScot and SBC.
Application Timescales	Request to confirm date of submission.	It is currently anticipated that submission of the application for Section 37 consent will take place in late 2023. The Scottish Government Energy Consents Unit (ECU) will then conduct their own formal consultation exercise on the application where they will invite representations on the proposals.

Topic	Issue Raised	Response
	Request to confirm when the final decision regarding the Proposed Route will be made.	SPEN responded directly to this query on 15 <sup>th</sup> October 2021 and advised that SPEN hopes to be able to arrive at a Proposed Route after the end of the consultation period which closed on 31 <sup>st</sup> October 2021.
Construction Works and Timescales	Question as to whether the orange shaded area is the area to be used for construction vehicles/works.	<p>The orange shaded area is the area which SPEN consider to be most suitable to accommodate the replacement OHL. Subject to this consultation confirming Route Option 2 as the Proposed Route, SPEN would then look at the detail design of the OHL within the orange shaded area.</p> <p>Construction traffic will use the surrounding road network to access the replacement OHL and existing 'U' and 'AT' routes, however, it is not anticipated that construction vehicles will make a material difference to current traffic volumes. Should the project be granted Section 37 consent, a Construction Traffic Management Plan (CTMP) will be implemented in agreement with Transport Scotland and Scottish Borders Council, and will set out the proposed measures to minimise disturbance on the public road network during the construction of the replacement OHL and the removal of the existing 'U' and 'AT' routes.</p>
	Question as to how long construction will take.	<p>At this stage, construction works for the proposed replacement OHL are estimated to last for a period of up to two and a half years. This would include all site mobilisation, preparation of accesses, construction of the towers and stringing of conductors, as well as the reinstatement works post construction.</p> <p>Given the proposal is over a large geographic area, it is not anticipated that works will be ongoing in all areas for the entire duration and any associated construction traffic would be managed through a CTMP, approved by the local authority.</p> <p>Once the replacement OHL is operational, the existing lines will be dismantled, with works anticipated to last up to seven months.</p>
	Question as to when construction is likely to begin.	The project is currently in the very early stages of development and SPEN will need to obtain Section 37 consent from the Scottish Ministers for the construction and operation of the replacement OHL and removal of the existing 'U' and 'AT' routes before any works can commence. Should consent be granted, construction works would begin following the discharging of any planning conditions. Formal consultation on the Section 37 application will commence once the application has been submitted, which is anticipated to be late 2023.
	Question on construction timescales specifically within the Earlston area.	It is difficult to provide a precise duration for works in the Earlston area, given the phased nature of works and prior to a contractor being appointed and detailed designs being prepared, but by way of illustration, it is possible that initial foundation works may take around 3 – 5 months with tower erection taking place at a later stage, again for around 3 – 5 months, followed towards the end of works by stringing conductors and site restoration for around 2 months.



Topic	Issue Raised	Response
		<p>For decommissioning works associated with the dismantling of the existing OHLs, again it is difficult to provide precise detail for works in the vicinity of Earlston at this stage, however, it is possible these may take up to four months.</p> <p>SPEN would look to minimise the duration of works where possible, and as noted above would carefully manage construction traffic movements through implementing a CTMP.</p>
	<p>Question as to whether contractors will need to use the Haughhead Road, Earlston, and how much disruption this is likely to cause. Concern is expressed as this road is used by carers to access properties of those who depend on unimpeded access to their homes at all times.</p>	<p>At this time SPEN are unable to identify specific construction routes, having not appointed a contractor to deliver works, nor having a detailed design, however access routes will be fully agreed with landowners.</p> <p>As noted above, SPEN would expect any traffic movements to be managed by a CTMP, approved by the local authority. SPEN would look to use existing roads and tracks as much as possible for construction, and it is not anticipated that there will be a need to close/restrict access to any roads.</p>
<p>Landowner Comments</p>	<p>Landowners requested further contact be made with them and that they be informed about any further developments.</p> <p>One landowner stated they would have no objections to the Preferred Route depending on the detailed route alignment.</p> <p>Concern regarding proximity to and views from Lambden House which is a Grade B listed building.</p> <p>The respondent has built up a major horse racing business at Lambden, now training over 50 horses. The replacement OHL will not be able to cross any land used for the business as this land would not be able to be used whilst the OHL was being constructed.</p>	<p>SPEN passed on details of the Land Officer for the Galashiels to Eccles 132kV OHL Replacement Project.</p> <p>It should be noted that Route Option 2 follows the existing 'U' route, and as a result, it is likely, on balance, to affect the lowest number of heritage assets and potentially to result in the least setting change compared to the other Route Options which would be new structures in the landscape. Minimising the potential direct and setting effects, as well as cumulative effects of the replacement OHL on cultural heritage assets (including Lambden House) will be achieved through the iterative design process through the careful alignment of the OHL or positioning/heights of steel towers and other infrastructure.</p> <p>SPEN is not currently at a detailed design stage to be able to know where specific towers would be placed within the eventual Proposed Route, however at this stage it should be noted that the route will not extend as far north as Lambden (0.5km north) which is outside the Preferred Route Option 2 which broadly follows the existing 'U' route. Further discussions with landowners will take place as the project progresses to detailed design, and SPEN will seek to re-align the route wherever possible to address key landowner concerns.</p> <p>SPEN passed contact details between the respondent and the Land Officer associated with the project to discuss the proposals in more detail.</p>
	<p>Concern regarding proximity to buildings and yard at Thomas Sherriff &amp; Co Ltd, Orange Lane, Leitholm.</p>	<p>SPEN is not currently at a detailed design stage to be able to know where specific towers would be placed within the eventual Proposed Route, however at this stage it should be noted that the replacement OHL will not extend as far north as Orange Lane. The Preferred Route follows the existing 'U' route and Orange Lane</p>

Topic	Issue Raised	Response
		is outside the Preferred Route Option 2 within which SPEN would be looking to place the replacement OHL.
	<p>Concern regarding a reduction in property and land value as a result of the replacement OHL being present in the landscape/views.</p> <p>One respondent noted their property value had already reduced due to the presence of existing OHL infrastructure such as the 'ZA' route.</p>	<p>SPEN recognise that the visual impact of an OHL may be an issue for many local communities and individuals, and SPEN's approach is to maximise the distance of the final route from properties wherever possible, including the principal views from properties. Individual properties have been mapped and considered as part of this stage of the routeing process. However, as SPEN move forward into consideration of detailed alignments and tower locations, in some cases the residential visual amenity impact on a property can be mitigated through micro siting of individual towers, and SPEN would seek to do this where possible.</p> <p>Further discussions with landowners will take place as the project progresses to detailed design, and SPEN will seek to re-align the route wherever possible to address key landowner concerns.</p>
	<p>A local councillor on behalf of a group of residents at Fans expressed concern regarding the impact of the replacement OHL on properties located within the TD4 6BD postcode area.</p> <p>It was requested that a site visit/meeting take place between SPEN, local councillors and local residents to discuss the proposals.</p> <p>Following the site visit, the local councillor commented that they would like to record their thanks for the meeting held on the 3<sup>rd</sup> December to discuss the proposals. They found it helpful to understand the scope and timescales of the proposal and was reassured to hear that environmental impact will be at the forefront of SPEN's thinking when designing the project.</p> <p>Prior to submitting the Section 37 application, the local councillor suggested another site visit take place in advance of the submission to discuss the detailed design with local residents. It is noted that residents remain concerned about potential visual impacts.</p> <p>Local residents who attended the meeting on the 3<sup>rd</sup> December would also appreciate being kept informed about the project's development.</p>	<p>SPEN agreed to meet on site on 3<sup>rd</sup> December 2021 and are pleased to hear attendees found it useful in clarifying understanding of the proposals and the previous responses provided. SPEN note the request for a further meeting at the site to talk through the final design that forms the application.</p> <p>SPEN also note the request by local residents to be kept informed on progress and would also encourage people to check periodically on the project web page, which will be updated to reflect each stage of the project as it progresses. Please find this link in the footnote below.<sup>2</sup></p>

<sup>2</sup> [https://www.spenergynetworks.co.uk/pages/galashiels\\_to\\_eccles\\_132kv\\_overhead\\_line\\_replacement.aspx](https://www.spenergynetworks.co.uk/pages/galashiels_to_eccles_132kv_overhead_line_replacement.aspx)

**Table 1.4: Summary of Consultation Feedback from Public Representation in Response to Question 2 (Part 1): What are your views on the alternative Route Options 1a and 1b?**

Topic	Issue Raised	Response
<b>Comments in Support of Alternative Route Options 1a and 1b</b>		All comments on Routes 1a and 1b are noted. SPEN is currently consulting on the basis of the Preferred Route Option (Route Option 2) which is considered to be the best area to accommodate a replacement OHL in terms of being the most technically feasible, economically viable and causing the least disturbance to people and the environment. This route broadly follows the route taken by the existing 'U' route which would be removed along with the existing 'AT' route.
General	One respondent considered Route Option 1a to be a good alternative Route Option as it is located in a more rural setting and therefore, will have less visual impact.	
<b>Comments of Concern in relation to Alternative Route Options 1a and 1b</b>		At this stage, there has been no comments which would otherwise affect SPEN's decision to choose Route Option 2, however, should SPEN be unable to confirm Route Option 2 as the Proposed Route for progressing through this consultation, SPEN would consult on any alternative Route Option that they would subsequently propose taking cognisance of the detailed feedback provided to date.
General	22 <sup>3</sup> respondents specifically objected to Route Options 1a and 1b.  By comparison, seven respondents objected specifically to the Preferred Route Option 2 and seven objected to Route Option 3. The remaining respondents did not specify which Route Option they objected to.	
Landscape and Visual Amenity	Route Options 1a and 1b are not preferred due to proximity to properties and settlements including Legerwood, Greenlaw, Huntlywood, Kirkhill and Corsbie.	
	Not preferred due to cumulative impact with the existing 'ZA' route.  It is also considered unfair to remove the 'AT' route and instead place the replacement OHL near Huntlywood which already experiences the effects of the existing 'ZA' route.	
	Concern expressed regarding impact on the Eden Water valley (described as being a geologically significant sub-glacial valley and wildlife corridor).	
	Concern expressed regarding impact on Gordonmains Burn (described as being a sub-glacial valley).	
Concern expressed regarding impact on the Birkeneside to Legerwood Valley and the Eden Burn.  The valley and surrounding hills which stretch from Birkeneside via Legerwood and Corsbie to the A6089 are described as an unspoilt area of particular natural beauty which would be disfigured by the construction of a series of large towers supporting multiple power cables.		

<sup>3</sup> Not all 22 respondents who explicitly stated that they objected to Route Options 1a and 1b provided reasons. Of those who provided reasons, these related to landscape and visual, cultural heritage, economic impacts, construction works and environmental impacts as highlighted in Table 1.4.

Topic	Issue Raised	Response
	<p>One respondent questioned why a route via Birkenhead is required and why the route cannot follow that of the existing 'ZA' line.</p> <p>Not preferred as parts of the route are used by cyclists, walkers and horse riders.</p> <p>Concern expressed regarding the potential impact on the Coopersknowe Crescent residential development in Galashiels, as detailed within Table 1.3 above.</p>	
Cultural Heritage	<p>Concern on impact on Corsbie Tower (described as being a scheduled monument of significant architectural and local merit despite its condition).</p> <p>Concern on impact on Greenknowe Tower (described as a scheduled monument)</p> <p>Concern on impact on views to and from Legerwood Church which is described as being the oldest church in Scotland still in use and of considerable historical and cultural importance.</p> <p>It is also commented that the church and unspoilt surrounding countryside attracts visitors, walkers, cyclists and horse riders throughout the year and therefore, provides a significant and highly valued public amenity for a much wider community of users.</p>	
Environmental Impacts	<p>Concern on impact on Mosshouses Moor and Bluecairn Moss (described as an upland bog and watershed).</p> <p>Concern on impact on Everett Moss and Pickie Moss (described as important areas of local biodiversity).</p> <p>Concern on impact on Gordon Community Woodland. This is regularly used as a recreational and educational area for the local community and Primary School.</p> <p>Unable to see the logic in interfering with biodiversity along Route Options 1a and 1b, especially as it is acknowledged that Route Option 2 is already disturbed due to the existing 'U' route.</p>	

Topic	Issue Raised	Response
	<p>Concern expressed regarding the impact of Route Option 1b on birds which nest on the three ponds located near Huntlywood each summer.</p> <p>Concern is also given to the impact of the OHL on the flight path of thousands of geese which fly to and from their night roosting on Hule Moss on Greenlaw Moor.</p>	
Construction Works	<p>The existing road from Birkenside via Legerwood and Corsbie to the A6089 provides residential, farming and commercial access to houses and land along the section of the route and is single track with no designated passing places.</p> <p>Concern is expressed regarding disruption that would be caused by HGV transports and other vehicles required during the construction period. It is commented that this would have a major adverse impact on the mobility of residents and the delivery of essential road-based services to households and farms along the valley.</p> <p>The same consideration is also noted to apply to the single track road which services the communities of Fawside and Macksmill which also appear to be situated along Route Options 1a and 1b.</p>	
Commercial / Business Impacts	<p>Concern on impact on Nether Huntlywood Airstrip (described as having 2 runways and 3 approaches, therefore, considered to have a significant impact).</p> <p>Concern is also expressed regarding safety issues with light aircraft based near Huntlywood as well as other aircraft, microlights and the occasional hot air balloon which utilise the runways. It is also believed by the respondent that this area is used for a model aircraft club.</p> <p>This is an area that is also frequently used for recreational purposes and is an informal airfield for flying farmers and an OHL in this area would bring this activity to an end.</p> <p>Concern on Charterhall Airfield (proximity/height on final approach from the west is considered to have a medium impact).</p>	
Economic Impacts	<p>Not considered to be economical by comparison to the Preferred Route Option 2 as this is a longer route to take and therefore, will cost more in terms of material, new works, maintenance and access.</p> <p>Concern expressed regarding the impact on housing prices should Route Options 1a and 1b be pursued.</p>	



Topic	Issue Raised	Response
<b>Additional Comments / Feedback / Requests regarding the Alternative Route Options 1a and 1b</b>		
Landowner Comments	<p>A respondent on behalf of clients who farm significant areas of land at Gordon, Greenknowe and Nether Huntlywood requested a copy of the consultation document and to be informed on who to speak with in relation to this proposal.</p> <p>Following receipt of the information, the respondent advised their clients would strongly object to Route Options 1a and 1b as they see no need to impact on the surrounding area, environment, create disturbance and depreciate land value when compared to the Preferred Route.</p>	<p>SPEN provided a direct response to this request on 18<sup>th</sup> October 2021 and provided a link to the SPEN consultation page where the project documents are available to download, including the Routeing and Consultation Report.</p> <p>SPEN also shared contact details of the Land Officer for the Galashiels to Eccles 132kV OHL Replacement Project.</p>
	<p>Requested a more detailed map showing the proposed towers in the vicinity of Over Langshaw.</p> <p>The respondent owns a farm in this area where they keep livestock in all fields in addition to nine houses situated on the farm.</p>	<p>SPEN provided a direct response to this request on 22<sup>nd</sup> October 2021. The respondent had also sent a previous email requesting a higher resolution map of the Preferred Route (Route Option 2) – see <b>Table 1.3</b>.</p> <p>While alternative Route Options (1a, 1b and 3) were identified as part of the routeing process, SPEN considered Route Option 2 to be the most appropriate, on balance of all considerations, to accommodate the OHL. SPEN advised that it is therefore this route which SPEN hope to confirm as the Proposed Route following the consultation period. Once this route is confirmed, SPEN will then look at the detailed design, which would include tower positions, etc.</p>
Information Requests	<p>Requested a larger scale map showing how close Route Option 1b is to Nether Huntlywood Airfield. The respondent commented that the Route Options have been drawn with a broad highlighter, therefore, it has not been possible to ascertain the exact routes under discussion.</p>	<p>SPEN provided a direct response to this query on 29<sup>th</sup> October 2021. SPEN confirmed that they are not proposing either of the option 1 routes. The Preferred Route is option 2. While SPEN identified other Route Options (1a, 1b and 3) as part of the process to identify potential Route Options, SPEN believe Route Option 2 is the most appropriate, on balance, to accommodate the OHL.</p> <p>Should SPEN be unable to confirm Route Option 2 as the Proposed Route informed by feedback received, SPEN would consult on any alternative Route Option that would be subsequently proposed taking cognisance of feedback received to date.</p> <p>SPEN provided a higher resolution figure of the Preferred Route, however, offered to prepare a detailed map of Route Option 1 should this still be requested.</p>

**Table 1.5: Summary of Consultation Feedback from Public Representation in Response to Question 2 (Part 2): What are your views on the alternative Route Option 3?**

Topic	Issue Raised	Response
<b>Comments in Support of Alternative Route Option 3</b>		<p>All comments on Route 3 are noted. SPEN is currently consulting on the basis of the Preferred Route Option (Route Option 2) which is considered to be the best area to accommodate a replacement OHL in terms of being the most technically feasible, economically viable and causing the least disturbance to people and the environment. This route broadly follows the route taken by the existing 'U' route which would be removed along with the existing 'AT' route.</p> <p>At this stage, there has been no comments which would otherwise affect SPEN's decision to choose Route Option 2, however, should SPEN be unable to confirm Route Option 2 as the Proposed Route for progressing through this consultation, SPEN would consult on any alternative Route Option that they would subsequently propose taking cognisance of feedback received to date.</p>
General	Eight respondents <sup>4</sup> considered Route Option 3 to be the best Route Option.	
Landscape and Visual	One respondent noted that although the Preferred Route (Route Option 2) is preferred, Route Option 3 is considered to be a viable alternative if necessary.	
	Considered that Route Option 3 should be pursued on the basis that the landscape is already supporting existing OHL infrastructure which is being replaced as part of this project.	
<b>Comments of Concern in relation to Alternative Route Option 3</b>		
General	Seven <sup>5</sup> respondents specifically objected to Route Option 3.	
Landscape and Visual	<p>Objection to Route Option 3 on the basis that the respondent's property and adjoining land are located within Route Option 3.</p> <p>It is advised that there is no scenario in which the respondent will enter into a wayleave agreement, Servitude/Easement, freehold transfer or lease in order to facilitate Route Option 3 and that legal advice has been sought.</p> <p>It is requested that SPEN confirm receipt of the objection.</p>	
	Concern expressed over impact on Brotherstone Moor (described as a post-glacial landscape).	
	Concern expressed regarding proximity to properties and settlements including Smailholm Village, Sweethope, Hume, Coopersknowe Crescent and properties at Gerrick.	
	Concern expressed regarding the impact of introducing steel towers to a landscape that is currently supporting much smaller electricity infrastructure, i.e. wooden poles ('AT' route).	

<sup>4</sup> Not all eight respondents who said that they preferred Route Option 3 provided reasons.

<sup>5</sup> Not all seven respondents who said that they object to Route Option 3 provided reasons.

Topic	Issue Raised	Response
	Concern expressed regarding visual impact on the Tweed Valley.	
	Considered unacceptable due to proximity to properties and private land.	
Environmental Impacts	Concern over impact on Sweethope Craigs (described as an area of geological interest).	
Cultural Heritage	Concern expressed regarding visual impact from Hume castle.	
Commercial / Business Impacts	Concern expressed over impact on Eccles Newton Airstrip (described as having 2 approaches resulting in a low impact).	
Economic Impacts	Not considered to be economical by comparison to the Preferred Route Option as this is a longer route to take in terms of material and new works.	

**Table 1.6: Summary of Consultation Feedback from Public Representation in Response to Question 3: Do you have any other issues, suggestions or feedback which SPEN should consider?**

Topic	Issue Raised	Response
<b>General</b>		
Consultation Material / Access to Information	Respondent would like to commend SPEN on this public consultation process stating that it is a very open way to gain feedback.	Comment noted.
	Unable to access/navigate the virtual consultation room and/or project website.	<p>SPEN apologise for any issues people have experienced accessing the consultation material.</p> <p>SPEN provided direct responses via email and via the online chat function and addressed the concerns of those experiencing issues accessing the online material.</p> <p>It was found that some of the respondents were attempting to access the consultation material prior to the relevant websites going live. SPEN advised when the consultation went live and provided links to the appropriate webpages and provided details on how to contact the project team.</p> <p>Where subsequent issues arose, SPEN advised that respondents could get in touch via email, telephone or at one of the live chat sessions.</p> <p>In one case, SPEN were able to speak directly to a respondent and address concerns via the online chat function. In another case, SPEN</p>

Topic	Issue Raised	Response
		<p>were able to speak with a respondent directly over the telephone to discuss the proposals. SPEN directed the respondent to the webpage where all project documents are available to download, and advised that if there continued to be any issues accessing, SPEN would arrange to send copies of the consultation material directly. This response was welcomed by the respondent.</p> <p>Where respondents could not access the online survey / questionnaire, SPEN emailed the survey questions directly to them.</p> <p>All communication was followed up via email.</p>
	<p>Finds the virtual consultation room unusable for users who have visual accessibility needs, e.g. using screen readers, due to the inclusion of images rather than text.</p> <p>Finds this to be against the Equality Act 2010 as the website is considered to indirectly discriminate against visually impaired users.</p> <p>It is requested that the site-design be revisited to ensure the website takes accessibility requirements into account.</p>	<p>The project team were able to speak directly to the respondent and address concerns via the online chat function.</p>
	<p>Unable to zoom in on maps to view maps in more detail.</p>	<p>Where this query was raised, SPEN responded directly and attached a more detailed figure as a PDF showing the Preferred Route (Route Option 2).</p>
	<p>Earlston Community Councillors unable to view relevant local detail on map. It is requested a larger, more detailed version be provided as either an electronic version or hard copy.</p>	<p>SPEN prepared a higher resolution figure which was shared with Earlston Community Councillors electronically on 5<sup>th</sup> November 2021.</p> <p>SPEN sent a follow up email on 19<sup>th</sup> November 2021 to enquire whether the Community Councillors still wish to provide feedback to the consultation. A response was received from Earlston Community Council on 21<sup>st</sup> November 2021 (refer to Table 1.1 above).</p>
	<p>Commented that there is no PDF available to download and view the information presented. It is requested a PDF map of the Preferred Route be sent.</p>	<p>All maps presented in the virtual consultation room were made downloadable as PDFs for viewing.</p> <p>SPEN sent a PDF copy of the figure showing the Preferred Route to all respondents who raised this query.</p> <p>It was also advised that all project information contained in the virtual consultation room is available to download via the following link:</p> <p><a href="http://www.spenergynetworks.co.uk/galashiels-eccles">www.spenergynetworks.co.uk/galashiels-eccles</a></p>
<p>Construction Process</p>	<p>It is suggested that appropriate contractors be selected, and that tight control and management of contractors is carried out to ensure considerate construction works at all times.</p>	<p>SPEN requires all contractors to undertake works responsibly and respectfully, and all works would be monitored through the construction process. Should the project be granted Section 37 consent, a CTMP will be implemented in agreement with Transport Scotland and Scottish</p>

Topic	Issue Raised	Response
	<p>This is requested due to past negative experience with contractors in the area. For example, noisy work has been started at 6:30am or earlier, roads have been left muddy and parking has been disruptive, i.e. contractors have parked on access roads and in front of properties, blocking access.</p>	<p>Borders Council, and will set out the proposed measures to minimise disturbance on the public road network during the construction of the replacement OHL and the removal of the existing 'U' and 'AT' routes. Adherence to the CTMP will ensure that staff vehicles are parked appropriately, and there is the minimal amount of disturbance to locals.</p> <p>It is likely that construction and decommissioning activities will be undertaken on Monday to Friday during daytime periods only, between 07.00 and 19.00 for felling and access installation in summer (April to September) and 7.30 to 17.00 (or as daylight allows) in winter (October to March) for all other activities. There may be a requirement to work at weekends. Working hours will be stipulated by a planning condition and strict adherence to this will be required. Any variation to the stipulated working hours will be agreed with Scottish Borders Council. This will be set out within a Construction and Decommissioning Environmental Management Plan (CDEMP), and all contractors will be made aware of the need to adhere to timescales.</p>
<b>Comments on Works Un-related to the Galashiels to Eccles 132kV OHL Replacement Project</b>		
Road Works	<p>Query as to why there is a need for traffic lights on the A697 main route from Newcastle to Edinburgh just north of the Eccles substation.</p>	<p>SPEN responded directly to this query on 29<sup>th</sup> September 2021 advising that these works are not related to the Galashiels to Eccles 132kV OHL Replacement project, however, SPEN are investigating to see whether these works are being carried out by another part of the business where someone can respond to this query.</p>
Electric Vehicles	<p>Query as to why there is no discussion on the increase in micro-generation and electric vehicle and the effects (if any) that such consumer trends might have on the energy network.</p>	<p>The specific purpose of this consultation has been to seek feedback on the Preferred Route for the replacement OHL. As such, it is outwith the scope of this exercise to comment on this matter.</p>