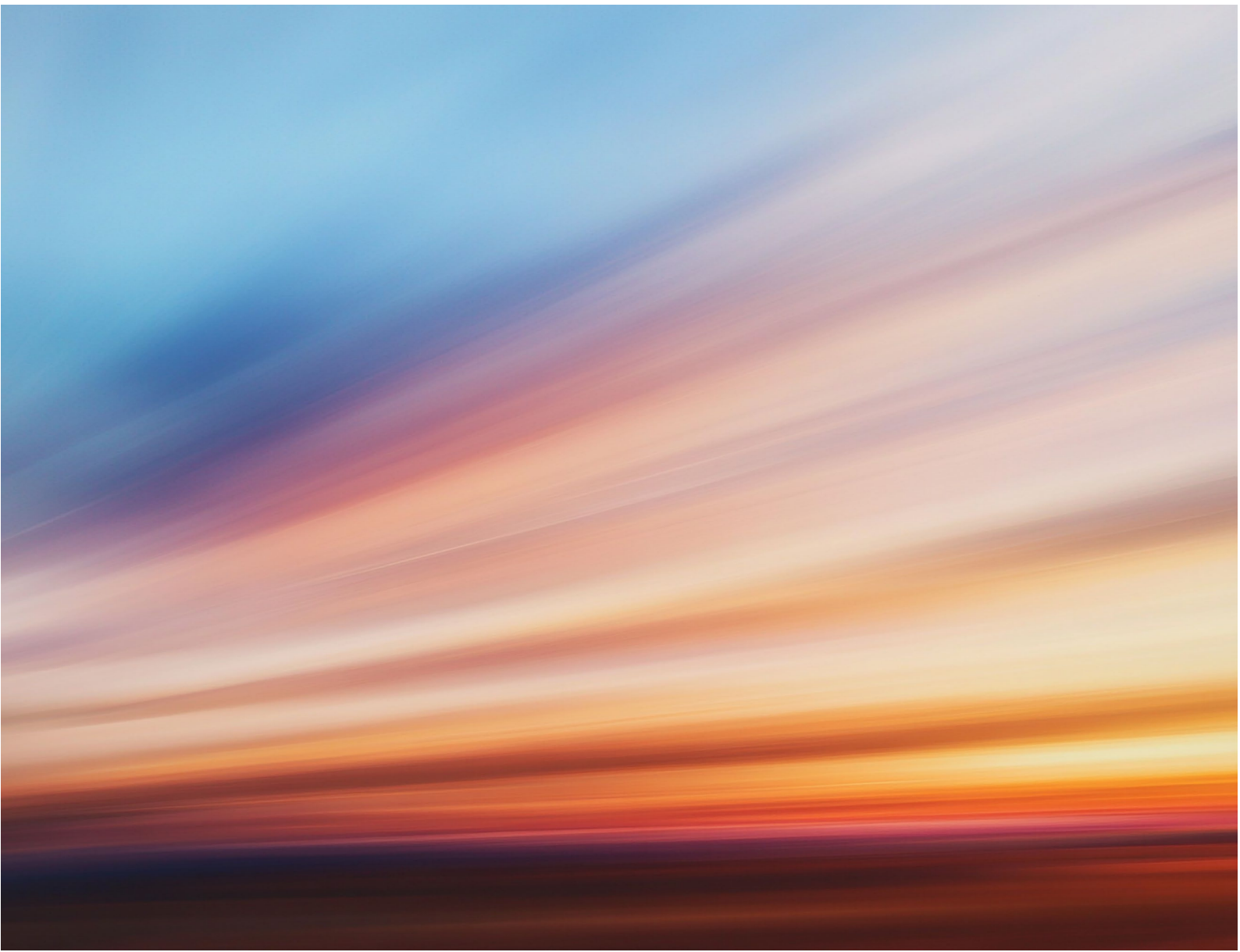


Oliver Forest Wind Farm

Supplementary Information

July 2026



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1. Terminology

1.1.1 Throughout this document, the following terminology is used:

- Applicant: Oliver Forest Wind Farm Limited.
- EIA Regulations: The Electricity Works (Environmental Impact Assessment) Regulations 2017.
- Indicative Grid Connection Routes: potential routes of the grid connection that has been identified by the Transmission Operator (comprising the IGRC and AGRC as outlined below), informed by available desk based sources and professional judgement, and which is assessed within this document, for which the Applicant is *not* seeking consent.
- Indicative Grid Route Corridor (IGRC): the 500 m corridor of the identified Indicative Grid Connection Route.
- Alternative Grid Route Corridor (AGRC): an alternative 500 m corridor section of the route identified to avoid being routed directly through the proposed M74 West Renewable Energy Park between Abington and the Redshaw Substation.
- Oliver Forest Wind Farm EIA Report: the EIA Report accompanying the application to the Energy Consents Unit for consent of the Proposed Development in August 2024.
- Proposed Development: Oliver Forest Wind Farm as detailed and assessed in the Oliver Forest Wind Farm EIA Report (August 2024) and for which the Applicant is seeking consent.
- SPEN Report: the Scottish Power Energy Networks Routeing and Consultation Report (June 2025)¹.
- Transmission Operator (TO): Scottish Power Energy Networks (SPEN).
- Whole Project: the Proposed Development together with the indicative and/or alternative grid connection route(s).

2. Introduction

2.1 Background

Oliver Forest Wind Farm Project Background

- 2.1.1 The proposed Oliver Forest Wind Farm comprises up to seven turbines (200 m to blade tip) and associated infrastructure on forested land directly north-west of the A701 between Tweedsmuir and Glenbreck, approximately 12.5 km south of Broughton and approximately 19 km north of Moffat.
- 2.1.2 The application for consent for the Proposed Development was submitted to the Scottish Government's Energy Consents Unit (ECU) in August 2024 (ref: ECU00004669) (the Application). The Scottish Borders Council (SBC) objected to the project in June 2025. This resulted in the triggering of a Public Local Inquiry (PLI) which will be heard by the Scottish Government's Planning and Environmental Appeals Division (DPEA) in 2026.

Grid Reform

Introduction

- 2.1.3 Through grid reform, National Energy Systems Operator (NESO) and the network partners aim to achieve a refined grid queue of viable, real projects that would facilitate in achieving the UK Government's Clean Power 2030 ambitions and eliminate all projects that are unlikely to progress.
- 2.1.4 This is an important overhaul replacing the no longer fit for purpose first-come first-served grid connection processes with a "first ready, first needed and connected" approach. This will facilitate the Transmission Operators (TOs) and NESO to plan and develop the transmission network that is vital for Clean Power and Net Zero targets amid growing energy demands.
- 2.1.5 Gate 2 to the Whole Queue (G2TWQ) is a one-time exercise which is currently being undertaken that intends to apply the new grid reform criteria retrospectively to all existing projects in the queue. Through the G2TWQ process, the TOs and NESO are restudying and/or optimising how the projects that remain in the refined queue will connect to the transmission network. As a result, the points of connection for most projects will be subject to change, with the aim of achieving the most economic and efficient design.

¹ https://www.spenergynetworks.co.uk/userfiles/file/SPEN_Olivers__Forest_Routeing_Consultation_Document.pdf

Grid Reform Gate

- 2.1.6 As part of G2TWQ process, projects are assessed and assigned a status (Gate 1 or Gate 2) based on their readiness and strategic alignment with the UK's energy goals as defined in the Clean Power 2030 Action Plan.
- Gate 1 applies to projects that do not meet the Gate 2 criteria. Gate 1 projects will not be assigned a confirmed connection date but may progress through future windows if readiness is demonstrated at a later date. These projects will be issued a Gate 1 offer.
 - Gate 2 applies to projects that meet the new requirements for readiness and strategic alignment. These projects will be offered a confirmed connection date, connection point, and queue position. These projects will be issued a Gate 2 offer.
- 2.1.7 All projects which currently have a live grid application will be allocated to Gate 1 or Gate 2. Projects allocated to Gate 1 will only be allowed to progress to Gate 2 subject to them re-applying in the future during specific "windows", the dates of which have not yet been confirmed, and meeting the Gate 2 criteria.
- 2.1.8 The Proposed Development has been allocated Gate 1, Protection 3a² and if consented, it is guaranteed a grid connection. This offer has now been accepted and signed by the project, making all previous grid offers/connection information null and void.
- 2.1.9 Following a S36 consent the Proposed Development will be required to re-apply at the next available Gate window for Gate 2 allocation. Only once Gate 2 allocation has been made will the TO (in this case SPEN) commence working on designing, consenting and constructing the grid connection.

The Proposed Development Grid Connection Status

- 2.1.10 Until the Proposed Development receives a Gate 2 Offer, the connection date, connection point and route connecting the Proposed Development to the grid network will not be known. It is the TO's responsibility to design, consent, build and operate the grid connection from the wind farm to the transmission substation.
- 2.1.11 The Applicant is not seeking consent for this Indicative Grid Connection Route, which will be subject to a separate routing process, environmental survey and assessment, and application for consent by SPEN.

2.2 Document Purpose

- 2.2.1 In April 2026 the Scottish Government Reporter considering the Application issued a Pre-Examination Notice (PEM) Note requesting further information in respect of the recent judgment: Raeshaw Farms Limited v Scottish Ministers and Energiekontor UK Ltd [2026] CSIH 10³ and how it relates to the Proposed Development.
- 2.2.2 In the Applicant's response dated 30 April 2026, the Applicant acknowledges that a grid connection will be required from the Proposed Development to connect it to the national grid. Giving consideration to the 'Wingfield factors'⁴ (discussed in the response of 30 April 2026) and taking a precautionary approach, the Applicant acknowledges that the Scottish Ministers could determine that the wind farm and the grid connection could be considered to comprise one EIA project. Given that grid connection works were not considered in the Oliver Forest Wind Farm EIA Report dated August 2024, further proportionate environmental assessment material is required to include such works, if considered to be one EIA project.
- 2.2.3 In a procedural notice dated 12 June 2026, the Reporter therefore requested supplementary information in accordance with regulation 19 of the EIA Regulations. The Reporter requested that the assessment is "*carried out in a manner appropriate to the circumstances relating to the proposed*

² Protection 3a applies for projects submitted into planning before 20 December 2024; the wind farm is guaranteed a Gate 2 offer in a future gated application window should the project achieve planning consent.

³ Raeshaw Farms Limited v Scottish Ministers [2026] CSIH 10 (Inner House, Court of Session, 17 February 2026)

⁴ The Wingfield factors are as follows:

- Common ownership: Where two sites are owned or promoted by the same person, this may indicate that they constitute a single project (*R (Larkfleet Ltd) v South Kesteven DC* [2015] EWCA Civ 887).
- Simultaneous determinations: Where two applications are considered and determined by the same committee on the same day and subject to reports which cross refer to one another, this may indicate that they constitute a single project (*R (Burridge) v Breckland DC* [2013] EWCA Civ 228).
- Functional interdependence: Where one part of a development could not function without another, this may indicate that they constitute a single project (*Burridge*).
- Stand-alone projects: Where a development is justified on its own merits and would be pursued independently of another development, this may indicate that it constitutes a single individual project that is not an integral part of a more substantial scheme (*Bowen-West v Secretary of State for Communities and Local Government* [2012] EWCA Civ 321).

development and its prospective grid connection". It should consider the direct and indirect effects of the prospective grid connection alone and in combination with the proposed development "*so far as these effects are identifiable on the basis of current knowledge and methods of assessment*". The assessment should "*include a description of the forecasting methods or evidence used to identify and assess the significant effects on the environment, including details of difficulties (for example technical deficiencies or lack of knowledge) encountered compiling the required information and the main uncertainties involved*".

- 2.2.4 For the reasons set out above, the grid connection point and route are not currently known to the Applicant. However, a potential connection point is the recently consented Redshaw Substation⁵, which is considered to have a reasonable prospect of being the ultimate connection point for the Proposed Development, based on previous work undertaken by SPEN. This document therefore provides a proportionate assessment of an Indicative Grid Connection Route to that connection point, based on information previously published by SPEN.
- 2.2.5 For the avoidance of doubt, the Applicant is not seeking consent for this Indicative Grid Connection Route as part of the Proposed Development application; rather, this will be subject to its own separate routeing process, application for consent, and environmental survey and assessment as appropriate, by SPEN in due course.
- 2.2.6 The grid connection route has been identified on the basis of professional judgement, having regard to the locations of connection points within a reasonable distance of the wind farm and with appropriate capacity, and considering the Holford Rules⁸. It is also based on knowledge of the TO's industry standard approach to routing, and construction methodologies. It is expected that this would be comprised of a section of underground cable (UGC) with the majority of the route on an overhead line (OHL) supported on typical 'H' wood poles as detailed further below.
- 2.2.7 This assessment has been prepared on a precautionary basis. Firstly, on the basis that it assumes that both the Proposed Development and the cable route to the grid connection point comprise a single EIA project, in the absence of a position from the Scottish Ministers as to whether they consider these to be a single EIA project or two. Secondly, in that it considers the entirety of the defined EIA project on that basis and "*at the earliest possible stage in all the technical planning and decision-making processes*", as rehearsed as a requirement by reference to EU Directive 2011/92/EU in the *Raeshaw Farms Limited v Scottish Ministers and Energiekontor UK Ltd* [2026] CSIH 10 judgment.

2.3 Approach to the Assessment

- 2.3.1 This assessment identifies potential constraints and sensitivities within the selected indicative route to determine whether any likely significant effects are anticipated to arise, in accordance with the requirements of the EIA Regulations. It draws on detailed desk-based appraisals of relevant environmental topics, including existing information for the Oliver Forest Wind Farm EIA Report, and a desk based review of constraints along the proposed route. It provides assessment in respect of the grid connection works on an individual basis, an assessment of the in-combination effects of the grid connection works and the wind farm (i.e. 'the Whole Project'), and a cumulative assessment of the Whole Project.
- 2.3.2 For the reasons set out above, there will necessarily be some limitations to the extent of assessment that can be carried out at this stage, given that it is not within the Applicant's control to select the grid connection and, in turn, it would not therefore be appropriate in the circumstances to undertake detailed survey works to inform the assessment. The EIA Regulations expressly acknowledge that there may be circumstances where there are limitations to an environmental impact assessment due to uncertainties and lack of knowledge.
- 2.3.3 Where such limitations exist, paragraph 6 of Schedule 4 of the EIA Regulations provides that it is appropriate for the assessment material to include "*...details of difficulties (for example technical deficiencies or lack of knowledge) encountered compiling the required information and the main uncertainties involved*".
- 2.3.4 Regulation 4(2) of the EIA Regulations also states that an environmental impact assessment is required to "*...identify, describe and assess in an appropriate manner, in light of the circumstances relating to the proposed development, the direct and indirect significant effects of the proposed development...*" (emphasis added). This is acknowledged in the Reporter's procedural notice of 12 June 2026 requesting this supplementary information.
- 2.3.5 This report therefore includes details of assumptions and limitations relevant to the assessment at Section 3.

⁵ Reference no. P/25/0662, on South Lanarkshire Council website; application approved 18 September 2025

2.4 Reading Guide

- 2.4.1 This Supplementary Information should be read in conjunction with the associated Environmental Impact Assessment (EIA) Report and supporting technical appendices for the Proposed Development. This Supplementary Information provides an overview of the anticipated transmission network connection requirements for the Proposed Development and supports the assessment of potential environmental effects associated with grid infrastructure – in this case, an OHL supported by wooden poles.
- 2.4.2 For ease of reference, the document is structured as follows:
- Section 3 – Indicative and Alternative Grid Connection Routes;
 - Section 4 – Methodology;
 - Section 5 – Landscape and Visual;
 - Section 6 – Ecology and Ornithology;
 - Section 7 – Cultural Heritage;
 - Section 8 – Geology, Hydrology and Peat;
 - Section 9 – Traffic and Transport;
 - Section 10 – Noise and Vibration;
 - Section 11 – Forestry;
 - Section 12 – Recreation and Tourism;
 - Section 13 – Cumulative; and
 - Section 14 - Summary.
- 2.4.3 This Supplementary Information is intended to provide sufficient information to inform the decision maker and demonstrate that a feasible grid connection is available for the Proposed Development, taking account of technical, environmental and planning considerations.
- 2.4.4 In addition to this new environmental assessment information, an addendum to the Planning Statement submitted with the application (dated April 2023) has also been prepared alongside this report.
- 2.4.5 The Addendum Planning Statement (dated June 2026) has been prepared to take account of this new environmental assessment information and the implications of the grid connection being subject to a separate consenting process, together with any implications this has in weighing the overall benefits and disbenefits of the Proposed Development in the planning balance.

3. Indicative and Alternative Grid Connection Route

3.1 Grid Connection Options Considered

- 3.1.1 As discussed in **Section 2**, the Applicant for the Proposed Development is not responsible for designing, consenting, building or operating the grid connection. For the purposes of this report a grid connection point of the recently consented Redshaw Substation has been assumed.
- 3.1.2 The SPEN Routeing and Consultation Report (June 2025)⁶ (the 'SPEN Report') uses its published Approach to Routeing and Environmental Impact Assessment Guidelines⁷ for the identification and evaluation of five grid connection corridor route options between the start and end points of the grid connection for the Proposed Development located in the Scottish Borders.
- 3.1.3 Within the Routeing and Consultation Report, SPEN proposed that the Proposed Development would connect to the consented Redshaw Substation, located within South Lanarkshire, via a new 132 kV wood pole OHL.
- 3.1.4 The grid connection is proposed as a 132 kV wood pole OHL using trident 'H' poles, where two wooden poles are used to carry the triple-line apparatus on a bar between their tops. Typical heights (including insulators) are 12 m above-ground height, although this can vary from 10 m to 21 m. Typical distances between the poles (spans) vary from 90-110 m, depending on factors such as the size of the equipment carried, the height of the poles, terrain, and wind loadings. The poles require a cleared corridor through woodland, although there is no standard buffer distance required.

⁶ ScottishPower Energy Networks (June 2025) Oliver's Forest Wind Farm Connection: Routeing and Consultation Report.

⁷ ScottishPower Energy Networks (2020) Approach to Routeing and Environmental Impact Assessment.

- 3.1.5 The SPEN Guidelines for the design of a connection route draw upon what are known as the 'Holford Rules' developed by the late Lord Holford in 1959 for routeing OHLs, but revised and refined since then⁸. The key principles of the Holford Rules relate to placing/routing OHLs through the landscape in ways that minimise visual impact, including avoiding prominent ridges and skylines, following broad wooded valleys, avoiding settlements and residential properties and maximising opportunities for 'backclothing' infrastructure.
- 3.1.6 Out of the five considered route options, the SPEN Report identified Route Option 2b as SPEN's preferred grid route corridor as it would result in the least overall impacts from initial environmental and landscape and visual assessments undertaken by SPEN.
- 3.1.7 It is noted, however, that Route Option 2b would be routed through the proposed M74 West Renewable Energy Park before reaching the Redshaw Substation. In the event that the M74 Renewable Energy Park is consented and this section of the route could not be constructed in accordance with that development, an alternative option for the section of the route corridor from the M74 to the Redshaw Substation (which has been considered in the SPEN Report as Route Option 2a) has been identified as shown on **Figure 1** as an 'Alternative Grid Route Corridor'. This alternative route would avoid the M74 West Renewable Energy Park. Both routes have been assessed in this report to demonstrate that a suitable grid connection can be installed for the Proposed Development.
- 3.1.8 This Supplementary Information assesses the potential for likely significant effects from Route Option 2b as the Indicative Grid Route Corridor (IGRC) and Route Option 2a as the Alternative Grid Route Corridor (AGRC). The IGRC and AGRC are shown on **Figure 1**.

3.2 Description of Indicative Grid Route Corridor

- 3.2.1 As set out on **Figure 1**, the IGRC runs from the Proposed Development connection point at NGR 308050, 623285 (as stated in **paragraph 3.5.41 of Chapter 3** of the Oliver Forest Wind Farm EIA Report⁹) west to Glenwhappen Dod and to Camps Reservoir, Crawford, and along the M74 Corridor via Abington and parallel to the B7078 to the consented Redshaw Substation north of Abington (NGR 287052, 627430). The IGRC is identified using a 500 m wide corridor and measures approximately 26.5 km in length, being located within both the Scottish Borders and South Lanarkshire local authority areas.
- 3.2.2 The IGRC passes from the location of the proposed on-site substation for the Proposed Development, through coniferous woodland, upland marshy grassland, heathland, blanket bog, cultivated agricultural habitats and areas of improved grassland, and traverses the River Clyde and M74 motorway. The area around the IGRC is largely undeveloped, except for the occasional upland farms, shielings and Clyde Wind Farm. Important travel routes and transmission OHLs also pass through the area. These are the M74, west coast mainline railway and Scotland-England interconnector OHL (400kV lattice tower pylons).
- 3.2.3 The area that the IGRC passes through is rural and is nearby to small villages including Crawford John, Abington, Lamington and Crawford. Abington Services provides a stop off point for travellers passing through towns such as Dumfries and Carlisle to the south and Glasgow to the north.
- 3.2.4 The IGRC bisects the operational Clyde Wind Farm and Clyde Extension as the OHL leaves the Proposed Development. Before connecting to the consented Redshaw Substation, it is proposed that the IGRC would bisect the proposed M74 West Renewable Energy Park (not yet consented). In the event that the M74 West Renewable Energy Park is consented and the grid connection cannot run through the development, an alternative route has been explored as outlined in **Section 3.3**.

3.3 Description of Alternative Grid Route Corridor

- 3.3.1 As set out on **Figure 1**, the AGRC deviates from the IGRC to the east of the M74 Abington Services (at NGR 293758, 625362) and extends north / east and then west and south in an arc, to avoid the M74 Renewable Energy Park. The AGRC is identified using a 500 m wide corridor and measures approximately 11 km in length, being fully located within the South Lanarkshire local authority area. The AGRC would result in approximately 3.5 km greater OHL being required than routing via the IGRC between Abington and Redshaw Substation.
- 3.3.2 The AGRC encompasses the rail line and a number of heritage interests, including a Roman road and forlet(s). The AGRC traverses the River Clyde (meander and islet), some farm dwellings before deviating west at Robertson. The AGRC avoids a larger cluster of residential dwellings east of Robertson,

⁸ The Holford Rules are guidelines created in 1959 by Sir William (later Lord) Holford to help route high-voltage overhead electricity transmission lines in a way that minimises their visual and environmental impact (Guidelines for the Routeing of new High Voltage Overhead Transmission Lines, available at <https://www.nationalgrid.com/sites/default/files/documents/13795-The%20Holford%20Rules.pdf>).

⁹ Oliver Forest Environmental Impact Assessment Report (Volume 2, Chapter 3)

encompassing a wide extent on either side of the Robertson Burn and avoiding woodland stands at Muirhead. Various tributaries of the Robertson Burn confluence east of Robertson Law, and the remainder of the AGRC routes across undeveloped land including small hill summits associated with Robertson Law (378 m), Wildshaw Hill (375 m), Jack's Law (351 m), Wedder Law and disused quarries associated with Wildshaw Limeworks. The final section of the route traverses the M74 to Redshaw Substation (at NGR 287052, 627430) just north of the B7078. The AGRC would avoid transecting the red line boundary associated with the M74 West Renewable Energy Park.

3.4 Overhead Line Infrastructure

- 3.4.1 The wood poles are based on a Trident design requiring a matched pair of poles erected 2.5 m apart with supporting crossarm steelwork linking the poles at the top. It is anticipated that the H poles would range from 10 m – 15 m in height above ground level, depending on ground conditions and topography. The OHL sections would be comprised of a combination of:
- Suspension poles: these are used for straight sections of OHL;
 - Angle poles: typically used where the OHL requires to change direction; and
 - Terminal poles: where the OHL terminates into a substation or onto an underground cable section.
- 3.4.2 Spacing between individual poles would be informed by detailed surveys and design, but would likely be between 70 m – 100 m.
- 3.4.3 The erection of the wood poles will require an excavation to allow the pole brace block and/or steel foundation braces to be sorted and stored in appropriate layers and used for backfilling purposes. No concrete would be required.
- 3.4.4 Construction and erection of a standard single pole generally takes approximately half a day depending on ground conditions and location, i.e. it may take longer if the ground is softer or if shallow rock is encountered, and depending on the requirement for 'stay wires' to stabilise the pole in the ground.
- 3.4.5 New wood poles are dark brown in colour and weather over the years to a light grey.

3.5 Operation and Maintenance of the Grid Connection

- 3.5.1 It is expected that the OHL will be in-place for the operational life of the Proposed Development i.e. 50 years. Annual maintenance checks on foot are commonly required for underground cables, once operational. Any felled wayleave areas for the OHL will also have to be managed to maintain the required clearances whilst the grid connection remains in service, and walkover surveys will identify where there is a requirement to clear wayleaves of new growth or fallen trees.

4. Methodology

- 4.1.1 As outlined in Chapter 1, the connection point and grid route are indicative at this stage and may be subject to change following both the outcome of Grid Reform Gate 2 to the Whole Queue analysis and the SPEN's own design and assessment processes.
- 4.1.2 The potential environmental impacts identified in the Oliver Forest Wind Farm EIA Report which may also arise from the grid connection include:
- Landscape and visual;
 - Ecology and ornithology;
 - Cultural heritage;
 - Geology, hydrology and peat;
 - Traffic and transport;
 - Noise and vibration;
 - Forestry; and
 - Recreation and Tourism.
- 4.1.3 Impacts from shadow flicker, and upon aviation, telecommunications, Eskdalemuir Seismic Array will not be caused by the grid connection and therefore these issues are scoped out of further assessment within this document.
- 4.1.4 Overhead lines emit electric and magnetic fields (EMFs). EMFs are produced both naturally and as a result of human activity. EMFs can be harmful in high levels, but the maximum EMFs produced by the

overhead line component of the Indicative Grid Connection Route would be less than the relevant public exposure limits. The effects associated with EMFs are therefore not considered further in this document.

4.1.5 The appraisal of each topic considers:

- Baseline: including a brief description of the existing conditions along the IGRC/AGRC, informed by a review of available desk based sources.
- An environmental appraisal of the potential for significant effects resulting from construction and operation of the IGRC/AGRC.
- A environmental appraisal of the potential for significant 'in combination' effects of the Proposed Development and the IGRC/AGRC.
- Commentary on any changes from the findings of the Oliver Forest Wind Farm EIA Report on the basis of the inclusion of the IGRC/AGRC as part of the Whole Project.

4.1.6 This document concludes with commentary of the potential for cumulative significant effects of the Whole Project and a summary of the findings of the Supplementary Information.

4.1.7 The most effective way to avoid or reduce environmental effects of any grid connection is through its careful routeing and design. The IGRC/AGRC has undergone a preliminary routing and design process by SPEN, which identified five potential options. Through survey work, consultation and further routeing and design it is considered likely that any potential significant environmental effects will be avoided by SPEN.

4.1.8 This Supplementary Information has been designed to be proportionate, is based on the information available and seeks to assess the potential for likely significant effects for identified environmental receptors. It identifies the key constraints and receptors for each topic, and a judgement is made on whether significant effects are likely to arise from the introduction of the grid connection in isolation or in-combination with the wind farm. However it does not determine the level of significance of any potential effects (i.e. major, moderate, minor or negligible).

4.1.9 The appraisal is based on the following assumptions/limitations:

- As noted above, no environmental field surveys (including habitats, protected species, birds, peat, hydrology or cultural heritage) have been undertaken to inform the appraisal. These will be undertaken by SPEN to inform the detailed routeing and assessment of the grid connection for which Section 37 consent will be sought by SPEN which may differ from the Indicative Grid Connection Route identified in this report.
- The appraisal has only drawn upon the publicly available constraints information shown on **Figure 1**, the SPEN Report (June 2025), the findings of relevant assessments within the Oliver Forest Wind Farm EIA Report and professional judgement and experience of likely significant effects of similar grid connection projects.
- No Zone of Theoretical Visibility (ZTV) or viewpoint visualisations have been generated to analyse and assess the potential visibility of the grid connection on nearby landscape and visual receptors or cultural heritage assets at this stage although it is noted that the preferred route options have been informed by the generation of ZTVs as presented on Figures 7.1a-e of the SPEN Report (June 2025).
- The grid connection will be constructed in accordance with well-established good practice, in full compliance with regulatory requirements and in consultation with SEPA, SBC, South Lanarkshire Council (SLC) and other consultees as appropriate.
- The potential for decommissioning effects are assumed to be no worse than those expected to arise at construction

5. Landscape and Visual

5.1 Baseline

Landscape Character

- 5.1.1 The IGRC for the OHL runs through several landscape character types (LCTs) as described by NatureScot¹⁰ and shown on Figure 6.4 of the SPEN Report, including:
- 'Southern Uplands' from the Proposed Development to Camps Reservoir (identified as LCT 95 in the Scottish Borders, LCT217 within South Lanarkshire);
 - 'Upland Glen' from Camps Reservoir to Cold Chapel (LCT 209);
 - Briefly across LCT 208 'Broad Valley Upland' and LCT 207 'Upland River Valley';
 - 'Plateau Moorland' for the last 3 km to the Redshaw Substation (LCT 213); and
 - The IGRC also passes briefly through LCT218 'Rounded Landmark Hills'.
- 5.1.2 These landscape character type names demonstrate that the routes run through hills, along and across valleys and onto a moorland plateau. With regard to the landscape through which the IGRC passes:
- from the Proposed Development site to Camps Reservoir, the landscape is of typical moor-clad hills and incised valleys of the 'Southern Uplands' although Clyde, Glenkerie and Whitelaw Brae Wind Farms are within the LCT. Within South Lanarkshire, the Whitelaw Burn valley above Camps Reservoir has lines of Clyde turbines on either side and is therefore strongly influenced by being within a wind farm site;
 - the 'Upland Glen' from Camps Reservoir to Cold Chapel north of Abington forms part of the wider LCT, but the sections under consideration relate to the key characteristics that state: *"Important corridors for communication and settlement", "transport infrastructure in the glen of the River Clyde, with large scale wind farm development on the surrounding Southern Upland hills" and "dominant transport infrastructure"*¹¹. This influence is clearly evident north Crawford but the reservoir and Clyde turbines influence the section east of Crawford, as do forest plantations on the slopes of the Camps Water and River Clyde valleys;
 - the IGRC/AGRC briefly crosses 'Broad Valley Upland' and the IGRC spurs off to the west crossing 'Upland River Valley', in an area influenced by the M74, the Abington service station and development round Junction 13;
 - the AGRC spurs north and west crossing briefly into the 'Rounded Landmark Hills' (LCT218) before crossing 'Plateau Moorland' north-east of the M74; and
 - the IGRC and AGRC terminate within the 'Plateau Moorland' between the M74 and the B7078 to the Redshaw Substation characterised by open moorland influenced by those roads, quarries, and a 400 kV lattice tower mounted OHL (the Scotland-England interconnector pylon line). It is noted in the key characteristics identified in the LCT description¹² that this type is influenced by extensive wind energy development.
- 5.1.3 From this analysis, it can be seen that there are influences of modern structures or activity along all sections of the IGRC and AGRC. This existing influence reduces the sensitivity of the landscape to the introduction of an OHL of the type assumed for the purposes of this assessment.

Designated Landscapes

- 5.1.4 The easternmost section of the IGRC within Scottish Borders is within the Tweedsmuir Uplands Special Landscape Area (SLA), as shown on **Figure 1** (and also Figure 6.3 of the SPEN Report). Special qualities can be extracted from the designation statement in the Scottish Borders Local Landscape Designation Review¹³, but are affected in the immediate area by the presence of Clyde Wind Farm turbines on the ridges to the west. Glenkerie and Whitelaw Brae Wind Farms are located within the SLA.
- 5.1.5 South Lanarkshire's Upper Clyde Valley and Tinto SLA, lies to the north of Abington. The IGRC crosses a part of the SLA briefly at Cold Chapel, while the AGRC heads north into the SLA before heading west at Robertson.

¹⁰ Scottish Natural Heritage (2019). *National Landscape Character Assessment*.

¹¹ Scottish Natural Heritage (2019). *Landscape Character Type 209, Upland Glen – Glasgow & Clyde Valley*

¹² Scottish Natural Heritage (2019). *Landscape Character Type 213, Plateau Moorland – Glasgow & Clyde Valley*

¹³ Scottish Borders Council (2012) Supplementary Planning Guidance: Local Landscape Designations

5.1.6 The Leadhills and Lowther Hills SLA lies to the south-west of the M74, the IGRC passes close to the boundary of the SLA where it runs along the B7078. The OHL would not be within this SLA, and visibility of it would not extend more than approximately 1.5-2 km into the SLA. It is noted that the Scotland-England Interconnector runs through the SLA to the west of Black Hill.

5.1.7 These designations indicate that the Scottish Borders section of the IGRC, and the Abington to Robertson section of the AGRC have value as part of locally designated landscapes, other sections of the IGRC and AGRC are valued as being at the edge of locally designated landscapes within South Lanarkshire.

Visual Baseline

5.1.8 In the study area used for the SPEN Report, most people are in the Clyde valley, along the M74 corridor including the M74, the railway, The A73, the A702, the B7078 and B7076 (which carry National Cycle Route NCN 74), in and around the settlements of Crawford and Abington or at the Abington Services. Robertson is a smaller settlement close to the AGRC. The A702 and A701 corridors are also busy. The main recreational paths in the area include the Annandale Way around the Devil's Beef Tub off the A701, and the Southern Upland Way further to the south. A network of other mapped paths follow valleys and cross hills as shown on Figure 6.5 of the SPEN Report.

5.1.9 In terms of route sections:

- There are unlikely to be viewers in the Kingle doors Burn or Whitelaw Burn valleys, although it is noted that a core path was identified in the LVIA for the Proposed Development¹⁴ that runs over the Gathersnow Hill ridge to the north of the Kingle doors Burn valley;
- Walkers can access the road up to and around Camp Reservoir which is a Scotways hill track (see Figure 6.5 of the SPEN Report), and there is regular traffic to the reservoir and to Clyde Wind Farm (which has tracks that leave the road near Normangill);
- For the sections of the IGRC north-east of Crawford there are many viewers as described above for the M74 corridor, including workers/travellers, residents, visitor and recreational users of pedestrian and cycle network paths.

5.1.10 For the sections of the AGRC north of Abington, viewers are on the A73, the A702 and the railway, as well as in Robertson or on core paths and hill tracks as shown on Figure 6.5 of the SPEN Report.

- There are occasional properties within the IGRC and AGRC (as shown on Figure 6.2a of the SPEN Report), and numerous properties of Crawford and Abington within approximately 1 km of the corridor.

5.1.11 This analysis indicates that although most viewers would be along the M74 corridor, it also corresponds to the corridor (IGRC and AGRC) most affected by existing infrastructure.

5.2 Appraisal of Potential Significant Effects

5.2.1 Sources of potential landscape and visual effects arising from the proposed OHL along the IGRC/AGRC include the introduction of modern transmission infrastructure into landscapes or landscapes with little man-made influence (landscape impact), and visibility of the OHL poles, ground disturbances (temporary), and cleared wayleaves.

Theoretical Visibility

5.2.2 ZTVs are presented for the IGRC and AGRC on SPEN Report Figures 7.1c and 7.1b respectively. It is considered that poles of the type proposed generally become difficult to see at about 1.5-2 km distance if they are seen against the land but can be visible to greater distances if they are seen against the sky.

5.2.3 The ZTVs predict theoretical visibility within the valleys through which the OHL would run. There is some theoretical visibility predicted to occur within tributary valleys, where theoretical visibility extends between hills. The ZTVs are generally contained by the nearest ridge lines, but extend to the next valley and ridge where the OHL would pass over high ground – for example on the Proposed Development site, where theoretical visibility of the western end of the OHL would extend east and south across and into the Tweed Valley.

5.2.4 The actual visibility is likely to be less than is shown on Figure 7.1c/7.1b of the SPEN Report:

- Few locations beyond approximately 2 km would have the OHL as readily visible features, this means that visibility is likely to be less in directions perpendicular to the IGRC/AGRC, but this also means that the poles would fade out of view when looking along the IGRC/AGRC;

¹⁴ Oliver Forest Wind Farm EIA Report, Chapter 7, Figure 7.7

- Woodland and buildings would form screening for some parts of the ZTV, although it is noted that forest plantations do not form permanent screening features as they will be felled as part of the forestry harvest cycle;
- Where OHL poles are seen against the sky there could be greater visibility – this may occur for the IGRC on the Proposed Development site (albeit amongst the turbines), for a limited area north-west of M74 Junction 13 where a section of the OHL within the IGRC may be seen against the sky as it passes over Knock Leaven between the M74 and the B7078; and to the north of the M74 West Renewable Energy Park for the AGRC near Robertson or over Wildshaw Hill.

Landscape Effects

Southern Uplands (LCT 95 in the Scottish Borders, LCT 217 within South Lanarkshire)

- 5.2.5 The introduction of the proposed OHL would alter the character within the Kingledoor Burn valley with additional modern structures within the valley, but would not alter the character of the landscape experienced from hilltops or the wider area. Whilst there is potential for significant effects within the valley, there is no likelihood for significant effects on the character of the LCT.
- 5.2.6 Within South Lanarkshire, there is no likelihood of significant effects on the 'Southern Uplands' LCT because of the influence of Clyde Wind Farm and the Camps Reservoir and dam as man-made features.

Upland (Glen LCT 209)

- 5.2.7 The description of the 'Upland Glen' LCT takes account of the strong influence of existing infrastructure as set out above.
- 5.2.8 For the Camps Water valley section of the 'Upland Glen' LCT (from the Camps Reservoir dam to Crawford) which has fewer existing man-made features than along the M74 corridor, the OHL would be perceived as an additional infrastructure line within the valley. However, the OHL is unlikely to give rise to significant effects on landscape character.
- 5.2.9 Between Crawford and Abington, the 'Upland Glen' LCT is heavily influenced by man-made communications and settlement, and there is no likelihood of significant effects.

Broad Valley Upland (LCT 208), Upland River Valley (LCT 207) and Rounded Landmark Hills (LCT 218)

- 5.2.10 Depending upon the route taken (IGRC or AGRC), the OHL would briefly cross parts of the 'Broad Valley Upland', 'Upland River Valley' LCTs and Rounded Landmark Hills LCT close to the M74, the Abington service station and development round Junction 13. Given these influences on the character close to the IGRC/AGRC, it is unlikely that effects resulting from the OHL would be significant for these three LCTs for either the IGRC or the AGRC.

Plateau Moorland (LCT 213)

- 5.2.11 The open 'Plateau Moorland' in the vicinity of the IGRC/AGRC is influenced by the M74 and B7078 and the England-Scotland interconnector OHL, as well as Middlemuir and Andershaw Wind Farms within the LCT to west. It is unlikely that effects resulting from the OHL would be significant.

Visual Effects

Eastern section of IGRC: The Kingledoor Burn Valley to Camps Reservoir

- 5.2.12 The easternmost section of the IGRC within the Scottish Borders, from Glenmuck Height to the Coomb Dod ridge, passes through the upper Kingledoor Burn valley which has few man-made structures except that turbines of Clyde and Glenkerie Wind Farms are visible on the horizon. Forest plantations to the south of the valley are not visible from within the valley. There are few likely visual receptors within the Kingledoor Burn valley, except for occasional walkers who may walk the track beyond (upstream of) the Hopehead bothy. There is a path from Hopehead over the ridge south-eastwards to Tweedsmuir shown on Ordnance Survey maps, and ridge-top paths over the Gathersnow Hill ridge to the north. The ZTV on Figure 7.1c of the SPEN Report indicates that there would be visibility from within and either side of this valley. It is noted that actual visibility from along the valley to the north-east would be limited beyond approximately 2 km and from the Tweed valley visibility would be very limited due to intervening distance and forest plantations. From within the upper Kingledoor Burn valley, where the OHL may be adjacent to the track there may be potential for significant visual effects. Significant visual effects are not likely to occur for the lower Kingledoor Burn valley or the Tweed Valley.
- 5.2.13 From the Coomb Dod ridge to Grains, the presence of existing turbines of Clyde Wind Farm on the upper slopes/ridges of the Whitelaw Burn valley on both sides and at the head of the valley means that this valley is part of a wind farm site. This valley has no paths or tracks within it, but access tracks between existing turbines run along the ridges on either side. People are unlikely to be within the valley,

although wind farm workers are likely on the access tracks between the turbines. Given the presence of existing turbines, the OHL passing below them is unlikely to incur significant effects.

- 5.2.14 Past Camps Reservoir, the OHL would pass the property at Grains and run along the north-west side of the Camps Reservoir to below the dam. This section of the IGRC traverses a functional landscape with the Camps Reservoir, its shore road with forested slopes, and past the dam and associated works buildings. People around Camps Reservoir include the residents at Grains, workers at the dam, and recreational walkers on the shore road that is marked as a Scotways hill track on Figure 6.5 of the SPEN Report. Views from the shore road would include the addition of the OHL along the north-west side of the Reservoir. Although details are not available, it is likely that the OHL would run along the slopes above the shore road and may require a felled route through the Fall Cleuch Wood plantation. Whilst visible and close to the shore road, the addition of the OHL to views of this route would be unlikely to have a significant visual effect on the experience of shore road along the north-west side of the Reservoir.

Central Section of IGRC: Camps Water Valley to Abington Services

- 5.2.15 The IGRC section between the Camps Reservoir dam and the foot of Castle Hill north of Crawford is a less developed valley than the section from Crawford to Abington. There is an existing single-track road (access to Camps Reservoir), water works, masts, and an existing single-pole OHL along part of the valley. A coniferous plantation on the slopes of Tewsgill Hill is a recognisable 'T' shape that is visible from Crawford and the M74 corridor¹⁵. Turbines of Clyde Wind Farm are located on slopes above the valley. Viewers within the Camps Water valley include workers on the single-track road and walkers on the road (which is recorded as a Scotways hill track) who are be aware of development around the valley. The OHL would be seen along the valley floor from the single-track road, in the context of existing man-made features, and is unlikely to cause significant visual effects.
- 5.2.16 Along the M74 corridor from Crawford to Abington Services, the Clyde valley is strongly influenced by existing communications infrastructure, which includes the M74, and parallel A702, the railway and a parallel single-track road, settlement at Crawford and Abington, the interconnector OHL, a number of pole-mounted OHLs along and across the valley, and there are views of masts and turbines on surrounding hills. Viewers include road users and rail passengers, and recreational users of the NCN74 (along the A702). The OHL is unlikely to draw attention in the context of existing infrastructure and settlement, and significant visual effects are not likely to occur.

Western section of IGRC: Abington Services to Redshaw Substation

- 5.2.17 For this section of the IGRC, the OHL would cross the railway, the A702 and the M74 to the north of Junction 13 and the service station, then follow a roughly straight line to Redshaw Substation between the M74 and the B7078. This section passes through a functional landscape with quarries, roads, masts, pole mounted OHLs and the interconnector OHL. Middelmuir, Andershaw and Clyde Wind Farms are visible from this plateau area. Viewers include road users and recreational users of the NCN74 which runs parallel to the B7078 across this plateau. The proposed OHL is unlikely to draw attention in this context. Closer to the consented Redshaw Substation, the OHL would be closer to the B7078/NCN74, and there would be a convergence of power lines. Overall, given the presence of infrastructure along this section, significant visual effects are unlikely to occur.

AGRC: Abington Services to Redshaw Substation via Robertson

- 5.2.18 The AGRC would run north from Abington, crossing the A702, railway, and A73 to the south of Robertson. Passing Robertson on the west side, it would run westwards to the north of Robertson Law and Wildshaw Hill before crossing the M74. The most pronounced visibility would be within the Robertson valley where it would be visible but largely backclothed by the adjacent landform. Location of the OHL at a lower elevation to prevent the skylining of wood pole structures, would reduce the prominence of the OHL, albeit closer to the settlement.
- 5.2.19 West of Robertson, the AGRC would be parallel to a Core Path to Douglas (see Figure 6.5 of the SPEN Report), with the potential for occasional recreational viewers. Where the OHL may be close to the path north of Robertson before it turns west to Robertson Law, there may be potential for significant visual effects in the open valley. For the western section, the AGRC is influenced by the M74, and significant effects are unlikely to occur.

Residential Visual Amenity Effects

- 5.2.20 The detailed routing of the OHL around the properties identified within the IGRC or AGRC (and shown on Figure 6.2a of the SPEN Report) would determine the effects on those properties. It is acknowledged in the SPEN Report that there are opportunities to mitigate effects upon properties by routing the OHL to the rear of the property, avoiding effects on principal views.

¹⁵ Known as the 'T Woods' it was planted in memory of a 2nd World War pilot.

- 5.2.21 The IGRC passes property at Grains to the north of the Camps Reservoir. This property appears to be orientated southwards, and passage of the OHL to the south of the property would have a greater impact at the property than if the OHL should pass to the north. If the OHL passes very close to the property on the south side, there is the potential for a high magnitude of change at the property, although it is unlikely that the residential visual amenity threshold would be breached. Routing the OHL to the rear of the property mitigate effects.
- 5.2.22 Properties along the section of the IGRC between Camps Reservoir and Abington include those just below the reservoir dam (five properties are indicated on Figure 6.2a of the SPEN Report), at Normangill and Castle Crawford Farm (just outside the corridor according to Figure 6.2a), with those around Southwood Farm (including the caravan site), the Firs, and Cold Chapel (seven properties are shown on Figure 6.2a). The visual amenity of properties at the dam and those near Abington is influenced by infrastructure nearby, but the OHL may have the potential for high magnitudes of change to views if it passes across principal views from properties. This may also be the case for Normangill, but is unlikely for Castle Crawford Farm as the residential property faces south. Although the residential visual amenity threshold is unlikely to be breached at these properties, mitigation through routing the OHL away from principal views would mitigate effects. Properties of Abington and Crawford outside the OHL route corridor are unlikely to have significant visual effects on residential visual amenity.
- 5.2.23 Properties along the IGRC between Abington and the Redshaw Substation include Netherton Farm and Red Moss, although the latter is understood to be a derelict hotel. Strand, west of Netherton Farm, is outside the OHL corridor. There appear to be two properties at Netherton Farm, the main farmhouse is set within deciduous trees, and the OHL is likely to be readily visible. The property on the western side of the farmyard may have oblique views of the OHL, but the residential visual amenity threshold is unlikely be breached for that property. The OHL may be visible in rear views northwards from Strand, with the OHL visible on the horizon as it passes over Knock Leaven, but the residential visual amenity threshold would not be breached.
- 5.2.24 If the AGRC is used, the OHL would pass in close proximity to twelve residential properties (as illustrated in Figure 6.2a-b of the SPEN Report); nine of which are located within Robertson. Between Abington and Robertson, the AGRC passes close to Littlegill Cottage and Littlegill Farmhouse to the east of the railway line. The visual amenity of these properties is influenced by infrastructure including the railway nearby, although the OHL may have the potential for effects if it passes close to the properties across principal views. The residential visual amenity threshold is unlikely to be breached at these properties, and there are opportunities for mitigation through careful routing to avoid principal views. At Wandel, the property is set within trees, with no likelihood of effects on residential visual amenity if the OHL avoids the property woodlands. For properties near and within Robertson which have views of existing infrastructure, unless routed very close to properties and affecting their principal views, effects reaching the residential visual amenity threshold are unlikely.

5.3 Appraisal of Potential Significant In-Combination Effects

- 5.3.1 Intervisibility of the Proposed Development and the OHL can be interpreted with a comparison of the ZTV of the OHL provided on Figure 7.1c of the SPEN Report and the ZTV of the proposed turbines on Figure 7.2 of the EIA Report for the Proposed Development. From these figures, it is noted that intervisibility is limited to the section east of the Coomb Dod ridge only. From no other sections of the IGRC (or AGRC) would the turbines of the Proposed Development be visible. For all areas west of the Coomb Dod ridge, therefore, the 'in-combination' landscape and visual effects would be the same as those identified above for the OHL on its own (against the existing baseline).
- East of Coomb Dod Ridge
- 5.3.2 In the context of existing development and the Proposed Development, there would be visibility of both the OHL and the proposed turbines from within the Kingledoors Burn valley and from the slopes either side, up to the Gathersnow Hill ridge on the north side of the valley. It is likely that the OHL would contribute to a significant visual effect arising from the combination of the Proposed Development plus the OHL, but this would not increase the level of effect identified for the Proposed Development alone, as set out in the EIA Report.
- 5.3.3 From a limited part of the Upper Tweed valley (within approximately 2 km of the IGRC), the OHL may be visible on the ridge, seen amongst or passing the turbines and against the skyline. It is likely that the OHL would contribute to a significant visual effect arising from the combination of the Proposed Development plus the OHL. However, this would not increase the level of effect for the Proposed Development alone, as set out in the EIA Report.

- 5.3.4 With respect to landscape effects, the OHL would contribute to significant landscape effects arising from the combination of the Proposed Development plus the grid connection on the immediate areas of LCT95 'Southern Uplands' within the Scottish Borders, east of Coomb Dod and within approximately 2 km of the OHL, but would not increase the level of effect identified in the EIA Report for the Proposed Development. The OHL would also contribute to significant landscape effects on LCT113 'Upland Valley with Pastoral Floor' within the Tweed valley, within approximately 2 km of the OHL route, but effects arising from the combination of the Proposed Development plus the OHL would not be of a higher level than effects identified for the Proposed Development without the OHL.

5.4 Appraisals of Differences from Conclusions of the EIA Report

- 5.4.1 In a comparison of findings of the EIA Report for the Proposed Development with initial findings for the IGRC/AGRC, the inclusion of the OHL (along the IGRC or AGRC) would alter the conclusions as follows:
- There would be increased landscape and visual effects for the eastern section of the IGRC, east of the Coomb Dod ridge and within the Scottish Borders, to a distance of approximately 2 km from the OHL route. The effects arising from the wind farm (in the EIA Report) are identified as being significant, the OHL would contribute to these (see Section **Error! Reference source not found.** above) although the significance level would not increase;
 - In the central and western parts of the IGRC, initial findings are that the OHL would be seen without the context of the Proposed Development. Effects would be as set out in **Section Error! Reference source not found.** These can be summarised as:
 - No likely significant landscape effects;
 - No likely significant visual effect except for:
 - Potentially significant effects for a section of the Core Path from Robertson towards Douglas for the AGRC.
 - No likely effects that would reach the residential visual amenity threshold for properties the OHL would pass, although there may be properties for which a high magnitude of change would occur.
- 5.4.2 It is noted that visual effects at residential properties could be reduced with careful route design past the properties, for example to avoid crossing principal views. It is anticipated that SPEN will take this into consideration as part of the detailed route design where possible to minimise any effects.
- 5.4.3 With respect to designated landscapes, the IGRC would contribute to significant landscape and visual effects within a limited part of the Tweedsmuir Uplands SLA, but would not alter the findings of the EIA Report. The AGRC section through the Upper Clyde Valley and Tinto SLA to the north of Abington to west of Robertson. This SLA was not assessed in the EIA Report, being distant from the proposed turbines. The southern part of the SLA is influenced by existing infrastructure including roads and the railway, pole mounted power and telephone lines, and there are views of Clyde Wind Farm turbines on the skyline to the south-east. In this context, the special qualities and integrity of the designated area are considered unlikely to be affected to a significant degree by the introduction of the OHL along the AGRC.

6. **Error! Reference source not found.** **Error! Reference source not found.** Ecology and Ornithology

6.1 Baseline

- 6.1.1 The nearest designated site to the IGRC/AGRC is Red Moss Special Area of Conservation (SAC) and Site of Special Scientific Interest (SSSI) which is c. 240 m at its nearest point (see **Figure 1** at the western end of the IGRC/AGRC). The Red Moss SAC/SSSI is designated for its raised bog and is separated from the IGRC/AGRC by the B7078. A review of aerial imagery also confirms that there are no watercourses tributating from the IGRC/AGRC into the SAC/SSSI. Miller's Wood SSSI is c. 5 km from the IGRC/AGRC and has upland birch woodland as its designated feature, but it has no hydrological connectivity to the Site and is separated from the IGRC/AGRC by the B7078 (see **Figure 1**).
- 6.1.2 The Muirkirk and North Lowther Uplands Special Protection Area (SPA) and component North Lowther Uplands SSSI is c. 5.45 km from the IGRC/AGRC at its nearest point (see **Figure 1**). The SPA is designated for breeding golden plover, hen harrier, merlin, peregrine falcon and short-eared owl, and similarly the SSSI citation lists breeding hen harrier and a breeding bird assemblage, including the above listed species, and other species including dunlin, common snipe and curlew.

- 6.1.3 Habitats along the IGRC/AGRC are likely to include mosaic bog, heath and grassland mosaic (which is the habitat on the northern periphery of the Proposed Development site and aerial mapping suggests that this habitat likely extends along the IGRC and AGRC), as well as commercial and non-commercial forestry and watercourses. An extent of long-established plantation woodland is noted at Wandell Farmhouse on the eastern edge of the AGRC.
- 6.1.4 Given the habitats present along, and/or adjacent to the IGRC/AGRC, and the results of the field surveys and desk study exercise which informed the baseline gathering for the Proposed Development, ecological species that may be present include otter (along watercourses), red squirrel and pine marten (using forestry) and badger. Bats may also be present, including using watercourses as potential foraging/commuting routes, and fish populations may use watercourses.
- 6.1.5 Based on the results of the field surveys and desk study exercise which formed the baseline gathering for the Proposed Development, ornithological species that may be present include breeding curlew, common snipe, golden plover, ring ouzel and black grouse (moorland), oystercatcher, common sandpiper, lapwing and goosander (habitat associated with watercourses), and potentially breeding goshawk, golden eagles and red kite (forestry).

6.2 Appraisal of Potential Significant Effects

Designations

- 6.2.1 Given the spatial separation between the IGRC/AGRC and the Red Moss SAC/SSSI, lack of hydrological connectivity and the road network in between, no impacts on the Red Moss SAC/SSSI are predicted.
- 6.2.2 As well as the spatial separation, Miller's Wood SSSI is separated from the IGRC/AGRC by the B7078, and there is no hydrological connectivity between the SSSI and the IGRC. No impacts on the Miller's Wood SSSI are therefore predicted.
- 6.2.3 The IGRC/AGRC is spatially separated from the Muirkirk and North Lowther Uplands SPA / component North Lowther Uplands SSSI greater than the documented core foraging range of those qualifying species (taken from SNH, 2016). Furthermore, where the IGRC is closer to the SPA/SSSI than the AGRC, it follows the road network/railway network along part of its course, and this habitat is considered less likely to be used by species like hen harrier, golden plover and short-eared owl. As such, no significant effects on SPA/SSSI birds and thus the SPA/SSSI as a result of the OHL are predicted.

Habitats

- 6.2.4 Land take of notable habitats including bog and heath from the IGRC will be modest (largely restricted to the OHL posts and associated localised infrastructure), but there may be some felling along the IGRC (for example, Fall Cleuch Wood to the north of the Camps Reservoir). Commercial forestry has limited ecological value, although it is appreciated it may be used by species including red squirrel, pine marten and Schedule 1 birds like common crossbill. Considering the Holford Rules, it is expected that SPEN will minimise any potential impacts on woodland, bog and heath through appropriate micro-siting at the detailed design stage to ensure no significant effects on these habitats.
- 6.2.5 If the AGRC is taken forward, careful consideration of routing the OHL to the west of the Ancient Woodland located at Wandell Farmhouse to ensure no significant effects.

Protected Species and Breeding Birds

- 6.2.6 The visual and noise impacts could potentially cause disturbance of any protected species and breeding birds within the vicinity of the IGRC/AGRC during construction (and with respect to visual disturbance, during operation), and there is also the potential for bird collisions with the OHL during its operation.
- 6.2.7 Ecological and ornithological surveys would be undertaken along the length of the final OHL route to identify any protected species and/or habitats that could be affected, as well as 'target species' (such as red kite, golden plover and curlew) flying at 'risk-height' and which could be susceptible to collision mortality. The surveys would be undertaken in accordance with NatureScot guidance (2025¹⁶). This would inform any requirement to adjust the OHL route to avoid any identified constraints, and to minimise any effects.
- 6.2.8 An Environmental Clerk of Works (ECoW) would be employed during the construction of the OHL to ensure any ecological/ornithological interests identified from the above surveys are protected, and any mitigation measures implemented. This role would also include ensuring pollution prevention measures (as part of a Construction Environmental Management Plan (CEMP)) are adhered to.

¹⁶ www.nature.scot/doc/guidance-assessment-and-mitigation-impacts-power-lines-and-guyed-meteorological-masts-birds (Accessed 01/04/2026).

- 6.2.9 As the IGRC/AGRC has not yet been surveyed for the presence of protected species, notable habitats, or birds (breeding territories/nest sites and/or at risk from collision), effects on ecology and ornithology are not definitive at this stage. By implementing the Holford Rules, it is expected that SPEN will minimise any potential impacts on ecology and ornithology and with the adoption of standard mitigation measures no significant effects on ecology and ornithology are considered likely during construction or operation.

6.3 Appraisal of Potential Significant In-Combination Effects

- 6.3.1 No significant effects on ecology or ornithology were identified in the EIA Report for the Proposed Development. Since there are no predicted significant effects on ecology and ornithology from the IGRC or AGRC, no significant in-combination effects with the Proposed Development are predicted.

6.4 Appraisal of Differences from Conclusions of the EIA Report

- 6.4.1 Following this preliminary high-level appraisal, similar to the assessment for the Proposed Development, no significant effects on ecology and ornithology from the IGRC or AGRC are predicted and therefore the findings of the Oliver Forest Wind Farm EIA Report would not be altered.

7. Cultural Heritage

7.1 Baseline

- 7.1.1 Ten Scheduled Monuments are identified as extending into the IGRC, with an additional two Scheduled Monuments within the AGRC. Within the IGRC, is a prehistoric henge (SM3292), a stone circle (SM5094), three prehistoric forts (SM2614; SM2822 & SM2616), two prehistoric settlements, (SM2617 & SM4530), a prehistoric enclosure (SM2631), a Roman fort (SM2631), and the remains of a motte and bailey castle (SM2609). Two Scheduled Monuments are identified within the AGRC[LB1.1]; a Roman fortlet and camp (SM2835), and two probable prehistoric enclosures (SM5451).
- 7.1.2 An additional 17 Scheduled Monuments have been identified within a 1 km study area of the IGRC and three additional Scheduled Monuments within 1 km of the AGRC. These Scheduled Monuments can be largely characterised as prehistoric defensive and domestic as well as ritual and funerary. There are two medieval defensive sites.
- 7.1.3 There are no Listed Buildings within the IGRC. One Category C Listed Building (Wandel House, Wandel Farm, Wandel Barn and Rowan Stables, LB12368) is located within the AGRC.
- 7.1.4 There are no World Heritage Sites (WHS), Inventory Gardens and Designed Landscapes (GDL), Inventoried Battlefields or Conservation Areas which extend within 1 km of the IGRC or AGRC.
- 7.1.5 Over 100 non-designated heritage assets and previous archaeological investigations are identified within the IGRC and AGRC, from the HER data obtained directly from the Archaeology Service at the SBC and consulted online via Pastmap, a review of historic maps, aerial photography and satellite imagery. Assets identified include prehistoric defensive and domestic remains as well as funerary and ritual assets; Roman military and transport remains; as well as medieval to modern transport, agricultural, settlement and recreational assets reflective of a rural, agrarian medieval to modern landscape.
- 7.1.6 Based on the assets and previous archaeological investigations recorded within the IGRC and AGRC, there is judged to be a high potential for hitherto unknown remains to survive. Outwith areas of historic and modern extraction any hitherto unknown remains would likely survive relatively undisturbed although in the Camps Water valley and the River Clyde valley there is a history of agricultural activities which may have caused some damage archaeological remains (Dunwell & Ralston, 2008; Noble, et al. 2019) as identified at Event 183 (McKinstry, 2016).
- 7.1.7 Satellite imagery and aerial photographs locate modern wind farms, as well as pylons and overhead lines within the vicinity of the IGRC and AGRC as well as features which appear to correspond to post-medieval agricultural remains.

7.2 Appraisal of Potential Significant Effects

Potential Direct Physical Impacts

- 7.2.1 By applying the Holford Rules, it is expected that the routes identified through this Supplementary Information will appropriately route the OHL to minimise potential impacts on Scheduled Monuments, such that no significant effects are anticipated.

- 7.2.2 As Scheduled Monuments are protected by law, construction of the OHL must be undertaken so as to ensure that there will be no direct physical impacts to Scheduled Monuments. Any works proposed to extend within the extent of Scheduled Monuments which would lead to direct physical impacts within the extent of a Scheduled Monument would require Scheduled Monument Consent (SMC) from HES prior to any works being undertaken. Any approved SMC would likely require archaeological mitigation.
- 7.2.3 Listed Buildings are also protected by law and the construction of the OHL will be undertaken so as to ensure that there will be no direct physical impacts to Listed Buildings. Any works proposed to have direct physical impacts to the Listed Buildings within the AGRC would require Listed Building Consent (LBC).
- 7.2.4 A high potential for hitherto unknown buried heritage assets to survive within the IGRC/AGRC has been identified. This could be mitigated through a programme of archaeological works to be undertaken in advance of or during ground-breaking works necessary for the construction of the OHL. This would ensure that any archaeological remains are recorded and preserved by record.
.[SK2.1][FS2.2][LR3.1]

Potential Setting Effects

- 7.2.5 With the introduction of an OHL structure, there is the potential for significant effects to arise to the setting of Scheduled Monuments and Listed Buildings through the introduction of electricity infrastructure into elements of setting that contribute to their cultural significance.
- 7.2.6 The settings of three Scheduled Monuments: Normangill henge (SM3292 ; Asset 68), Normangill Rig cairn (SM4526; Asset 92) and Normangill Rig platform settlement (SM4756; Asset 85) located within the IGRC, are closely related to the Camp Water valley and contribute to the way in which they are understood, appreciated and experienced. An existing wooden pole OHL is located along the road which bisects the henge and a number of wind turbines are already visible to the north as well as to the south beyond rising land which is characterised by post-medieval and modern field patterns. The new OHL would introduce modern infrastructure into the Camps Water valley at relative proximity to these assets which could result in the potential for significant effects on their setting.
- 7.2.7 The Scheduled Castle Crawford Farm, enclosure (SM2631) and Scheduled [LB4.1]d fort (SM2616) located within the IGRC are believed to be of Iron Age date. A Scheduled cairn (SM4487) is located to the north and a non-designated unenclosed settlement of possible prehistoric origins is located to the east within the IGRC. Further to the west along the south and west facing slope of Castle Hill are two prehistoric domestic and defensive Scheduled Monuments (SM2614 & SM2822). The new OHL would be visible from the Scheduled enclosure (SM2631) and Scheduled fort (SM2616), but is not anticipated to be located within elements of setting that contribute to the way in which the assets are understood, appreciated and experienced and as such there is not anticipated to be the potential for a significant effect on their setting.
- 7.2.8 Three Scheduled Monuments: two forts (SM2822) and a settlement (SM2617) as well as a non-designated homestead are located on the slopes of Castle Hill within the IGRC. Bronze Age remains are also recorded, as well as non-designated potential prehistoric burial assets and several burnt mounds indicating prehistoric activity in the near vicinity. A railway line, which originated in the 19th century as well as modern OHL's and settlement are also visible. The landscape which the Scheduled Monuments overlook is dominated by post-medieval and modern agricultural field patterning and dispersed modern residential development. Whilst the new OHL would likely be visible from the Scheduled Monuments, the introduction of additional modern infrastructure is unlikely to alter how they are understood, appreciated and experienced within their current settings. Accordingly, there is not anticipated to be the potential for a significant effect on their setting.
- 7.2.9 The Scheduled extent of the Crawford, Roman fort (SM2632) extends into the IGRC on the northern bank of the River Clyde. To the north and within 1 km are four camps identified as cropmarks on aerial photographs. Wooden pole OHL's are visible in the near landscape and in the distance wind turbines are visible. The new OHL would be visible in the landscape around the Scheduled Monument and may be located between the fort and camps recorded in the near vicinity. The construction of an OHL in close proximity and between contemporary assets has the potential to significantly impact how the Roman fort is understood, appreciated and experienced.
- 7.2.10 The Scheduled Cold Chapel (SM4530) is a prehistoric settlement (located where the AGRC joins the IGRC to the east of a minor road) and railway line within land dominated by post-medieval and modern agricultural field patterning, as well as the A702, Abington Services and Junction 13 of the M74 enclosed by a substantial ditch thought to relate to the later prehistoric period around the 1st millennium BC. Whilst modern infrastructure is visible the original topographic and agrarian setting of the settlement can still be understood, appreciated and experienced. The new OHL would introduce an additional modern element of infrastructure into a baseline, that already possesses existing energy and modern transport infrastructure and is unlikely therefore to significantly impact the setting of the settlement.

- 7.2.11 The Scheduled Abington motte and bailey (SM2609) extends into the IGRC and is bound to the west by the A702, as well as Junction 13 of the M74 and Abington Services. The new OHL would be visible within the Clyde Valley and in the landscape around the motte and bailey however it would introduce electricity infrastructure into a baseline that possesses existing energy and transport infrastructure and would be unlikely to significantly impact how the motte and bailey is understood, appreciated and experienced in its current setting.
- 7.2.12 The Scheduled [FS5.1][LR5.2] Roman Fortlet and Camp at Wandel (SM2835), falls within the AGRC, alongside a Roman Road to the north-east of Abington. Visibility of the new OHL, alongside that of existing infrastructure (including the A702, railway and numerous wind turbines in this area), is unlikely to significantly impact how its setting is currently understood, experienced and appreciated.
- 7.2.13 The majority of the Scheduled extent of Thirstone, stone circle (SM3292) is located within the IGRC, to the east of the Redshaw Substation. The setting of the stone circle can be understood, and appreciated on mapping as well as within the modern landscape, albeit featuring a concentration of modern infrastructure, including the M74, the B7078 and numerous wind turbines. Visibility of the new OHL, alongside that of existing infrastructure, is unlikely to significantly impact how the stone circle and its setting is currently understood, experienced and appreciated.
- 7.2.14 Six of the Scheduled Monuments identified within 1 km of the IGRC are associated with the Tweed Valley as discussed within the EIA Report, Chapter 11 and Technical Appendix 11.2 (Weird Law (SM3529; Asset 3)[LB6.1][LR6.2]; the two Menzion enclosed cemeteries (SM2702 & SM2748; Assets 1 & 2); Menzion cairn (SM2770; Asset 61); Menzion palisaded settlement (SM2771; Asset 62); and Glenwhappen Rig (SM3865; Asset 90). Whilst the new OHL may be visible from five of these Scheduled Monuments, the setting of these relates to the Tweed Valley, to the east and as such visibility of the OHL is not anticipated to significantly impact the settings of them.
- 7.2.15 The other 14 Scheduled Monuments identified within 1 km of the IGRC and AGRC are identified to have intervisibility with the new OHL. Of these, three are prehistoric burial cairns considered to be of relatively higher sensitivity to changes in their settings. The OHL would be a visible addition within a landscape that, at its baseline, possesses existing energy infrastructure, including OHL's, pylons and wind turbines. There is the potential for the new OHL to introduce elements at closer proximity to the above assets than existing electricity infrastructure in the landscape and thus there is a potential for a significant impact on the settings of these Scheduled Monuments.
- 7.2.16 There are four Category B Listed Buildings within 1 km of the IGRC (Old Graveyard and site of the parish church (LB729); Parish Church, Crawford (LB6667); Post Horn Hotel (LB6458); and shaft of a market cross (LB730)). and five Listed Buildings (Clyde's Bridge, Wandel (LB14200); The Mill, Robertson (LB14197); The Old Bridge, Robertson (LB14198); The Cottage, Robertson (LB14199); Robertson Parish Church (LB14196)) within 1 km of the AGRC which have the potential for impacts on their settings. However, whilst the new OHL may be visible, it is not anticipated that effects would impact the understanding, appreciation and experience of the assets.
- 7.2.17 Whilst this Supplementary Information has identified the potential for some significant effects on heritage, by implementing the Holford Rules, it is expected that SPEN will appropriately route the OHL to minimise any potential impacts on heritage and archaeology, to avoid and/or minimise significant effects.
- 7.2.18 The use of lower height structures where feasible, careful spacing of poles, and micro-siting to take advantage of natural landform screening may also help limit visibility. In areas with existing woodland or vegetation, routing the line adjacent to these features can soften views and break up the linear form.

7.3 Appraisal of Potential Significant In-Combination Effects

- 7.3.1 The setting of the Scheduled Weird Law [FS7.1][LB7.2] (SM3529; Asset 3), the two Menzion Farmhouse enclosed cemeteries (SM2702 & SM2748; Assets 1 & 2); Menzion cairn (SM2770; Asset 61); Menzion enclosed settlement (SM2771; Asset 62); and Glenwhappen Rig (SM3865; Asset 90) within 1 km of the IGRC are associated with the Tweed Valley as discussed within the EIA Report, Chapter 11 and Technical Appendix 11.2. As such the addition of the OHL to the west, outwith the Tweed Valley is unlikely to impact the setting of these Scheduled Monuments. Figure 7.1c of the SPEN Report indicates that there would be no visibility of the OHL from the Scheduled Menzion Farm, enclosed cremation cemetery, however there would be intervisibility of one or two poles from the other five Scheduled Monuments within the Tweed Valley. The setting of these Scheduled Monuments and their understanding appreciation and experience is focussed within the Tweed Valley and thus there are not anticipated to be significant in- combination effects with the Proposed Development and OHL.
- 7.3.2 Chapter 11 of the EIA Report identified Camps Knowe Wood, fort (SM2437; Asset 58); Campshead, unenclosed platform settlement (SM4735; Asset 83); Normangill henge (SM3292; Asset 68); Normangill Rig cairn (SM4526; Asset 92), and Normangill Rig platform settlement (SM4756; Asset 85) within the Camp Water valley, within 10 km of the Proposed Development. The ZTV prepared for the

EIA Report (Figure 11.3) indicated that there was no intervisibility between these Scheduled Monuments and the turbines of the Proposed Development and thus no in-combination effects of the Proposed Development and OHL on these assets are anticipated.

7.4 Appraisals of Differences from Conclusions of the EIA Report[SK8.1]

- 7.4.1 Chapter 11 of the EIA Report concluded that the Proposed Development would have a significant effect on the setting of Weird Law settlement (SM3529; Asset 3). No other significant effects were reported. The construction and operation of the OHL within the IGRC and AGRC would not change the conclusions reported in relation Weird Law.
- 7.4.2 This Supplementary Information concludes that there may be the potential for significant effects arising from direct physical impacts on Scheduled Monuments, non-designated heritage assets and hitherto unknown buried heritage assets. Mitigation by avoidance would remove the potential for direct significant effects on Scheduled Monuments and offset mitigation through archaeological investigation would be required for known and unknown remains within the footprint of works required for the IGRC/AGRC.
- 7.4.3 The potential for significant effects on setting has been identified for several additional Scheduled Monuments within the Camp Water valley, adjacent to River Clyde and within proximity to the IGRC. In each case the level of anticipated effect would need to be confirmed with further interrogation of theoretical visibility and site visits. Mitigation through design routing may allow for reduction of effects on the settings of these designated assets.
- 7.4.4 While there remains a potential that the IGRC or AGRC would lead to significant effects on heritage assets, the conclusion of the EIA Report that the integrity of asset's settings would not be significantly adversely impacted would be maintained in each case. Accordingly, therefore, there would be no conflict with National Planning Framework 4 (NPF4) Policy 7 (Scottish Government 2023, 46).

8. Geology, Hydrology and Peat

8.1 Baseline

- 8.1.1 The Red Moss SSSI and SAC, designated for its active raised bog habitats with associated fen situated along the broad valley of the Black Burn and its tributaries, is located approximately 240 m south of the consented Redshaw Substation connection point. The raised bog in Red Moss SSSI and SAC is considered one of the best examples of this habitat in Lanarkshire.
- 8.1.2 The River Tweed SAC that lies 1 km east of the on-site substation, is designated due to its significance as a prime example of a "whole river system", which in turn supports other notified features including: salmon, otter, rare plants, rare fish and assemblages of invertebrates.
- 8.1.3 The River Clyde and a number of minor watercourses are located within the IGRC/AGRC.
- 8.1.4 It is likely that there are some properties with private water supplies (PWS) within the IGRC/AGRC.
- 8.1.5 According to Carbon and Peatland 2016 Classifications, the IGRC encroaches slightly into Class 1 Peatland (Nationally important carbon-rich soils, deep peat and priority peatland habitat) approximately 7 km west of the Proposed Development. At the same point, the IGRC lies immediately adjacent to the south of another area of Class 1 Peatland. Red Moss SSSI and SAC are also classified as Class 1 Peatland, approximately 70 m south of the consented Redshaw Substation.
- 8.1.6 Review of information provided by the British Geographical Survey (BGS) indicates limited peat deposits along the remainder of the IGRC/AGRC. Parts of the AGRC to the north-east of Redshaw Substation are classified as Class 3 (peaty soil with some/mostly peat forming vegetation) and Class 5 (peaty soil >50cm but currently without peatland habitats).

8.2 Appraisal of Potential Significant Effects

- 8.2.1 The Red Moss SSSI/ SAC and the River Tweed SAC are located a sufficient distance away from the IGRC/AGRC not to be directly impacted by the construction of the OHL. By following best practice measures for pollution prevention and peatland management no significant effects on the water environment or peatland would result. As a result, there will be no significant effects on the integrity of Red Moss SAC/SSSI as result of the OHL.
- 8.2.2 As the IGRC/AGRC crosses several watercourses, there is potential for the surface hydrology to be impacted by direct physical effects. However, construction of the OHL would avoid areas of flood risk, and it is anticipated that the OHL would span the watercourses with the wooden poles located at appropriate distances from the watercourses. Suitable best practice construction and mitigation

measures would be implemented during construction including pollution prevention, sediment control and erosion protection to ensure no significant effects would result.

- 8.2.3 There is potential for effects on private water supplies, however in accordance with good practice, the location of the sources would be confirmed so appropriate buffers can be provided or safeguards identified to ensure the wholesomeness of the sources. Construction works will be subject to good practice measures along with the adoption of embedded mitigation including a buffer around existing private water supplies and which can be used to minimise potential effects.
- 8.2.4 There is potential for effects on peatland, however in accordance with Holford Rules, construction works will be subject to micro-siting and avoidance where possible, along with good practice construction measures and given the limited encroachment of the IGRC on Class 1 Peatland, it is anticipated that the OHL can avoid this peatland to ensure no significant effects.
- 8.2.5 Post-construction and during its operational phase, the OHL is not considered likely to result in the potential for significant effects on peatland, private water supplies, surface hydrology or flooding due to minimal maintenance only during which standard mitigation protocols will be followed to ensure no pollution events occur.

8.3 Appraisal of Potential Significant In-Combination Effects

- 8.3.1 The effects of the construction and operation of the OHL in combination with the effects laid out in **Chapter 10: Geology, Hydrology, Hydrogeology and Soils** of the EIA Report are not likely to give rise to the potential for significant on protected sites, watercourses, peatland, flood risk and private water supplies.

8.4 Appraisals of Differences from Conclusions of the EIA Report

- 8.4.1 It is not anticipated that the IGRC will create any different conclusions to those outlined in **Chapter 10** of the EIA Report.

9. Traffic and Transport

9.1 Baseline

- 9.1.1 The exact locations of the various work sites along the IGRC/AGRC are not yet known. However, access to these work sites would likely be from adjoining roads such as the B7078, A702, A701 and Southwood Road and Campswater Road north of Crawford. The parts of the B7078, A702 and A701 along the IGRC and AGRC are each single carriageway roads with one lane in each direction, while Southwood Road and Campswater Road are single-track roads with passing opportunities formed at features like field access. All these roads in the vicinity of the IGRC pass through predominately open farmland and provide direct access to fields, farms and isolated homes.
- 9.1.2 The part of the B7078 along the IGRC forms Core Path CL/3465/1 in SLC's Core Path network and also forms part of National Cycle Network (NCN) Route 74. The part of the A702 along the IGRC/AGRC between Abington and Junction 13 of the M74 also forms part of NCN Route 74. Core Path CL/3465/1 and NCN Route 74 use a remote foot and cycleway along the B7078, whereas NCN Route 74 uses the A702 carriageway.
- 9.1.3 Junction 13 of the M74 provides access to the B7078 and the A702, with the latter also providing access to Southwood Road, which in turn provides access to Campswater Road. Junction 14 of the M74 provides access to Crawford, from where other local roads provide access to Southwood Road and Campswater Road.
- 9.1.4 Data from the Department for Transport (DfT) shows an estimated Annual Average Daily Traffic (AADT) flow of 1,914 vehicles in 2024 on the section of the A702 between Abington and Junction 13 of the M74. Data from Traffic Scotland's National Traffic Data System (NTDS) shows an AADT flow on the M74 between Junction 13 and 14 of 38,428 vehicles in 2025.
- 9.1.5 The M74 and A702 north of Junction 13 of the M74 are managed by Transport Scotland, while the remaining roads are managed by SLC.

9.2 Appraisal of Potential Significant Effects

- 9.2.1 Construction of the OHL would require additional vehicle movements on the public road network arising from staff travelling to and from the various works sites as well as the delivery and removal of plant, components, materials and supplies. These activities will lead to additional cars, vans, Light Good Vehicles (LGVs) and Heavy Goods Vehicles (HGVs) on the road network. During operation there would be only the occasional maintenance or inspection vehicle movement so no significant effects are

likely. The consideration of potential for significant effects are therefore contained to the potential effects during construction only.

- 9.2.2 The construction of the OHL would require temporary access to each installation location along the IGRC/AGRC. These accesses would aim to use existing field or private accesses where possible, although there may be a need for improvements to some existing accesses (to widen them for example) or for new temporary accesses to be formed. Appropriate visibility splays would be provided for any new accesses.
- 9.2.3 Due to the nature, design and rate of construction of OHLs, it is anticipated that vehicle movements at any one location would be limited to three or four vehicles per day (so six to eight vehicle movements) over the course of the construction period.
- 9.2.4 These vehicle movements would be generated by the delivery of components such as temporary trackways, poles, electric fittings, OHL cables and items such as plant and storage cabins. These items would likely be delivered by Heavy Goods Vehicles (HGVs). Further vehicle movements would be generated by staff accessing each worksite and these are likely to be by vehicles such as vans and pick-up trucks.
- 9.2.5 The Institute of Environmental Management and Assessment (IEMA¹⁷) Guidelines: Environmental Assessment of Traffic and Movement of July 2023 provide guidance for assessing the environmental impact arising from vehicle movements. The Guidelines state:
- "It should also be noted that the day-to-day variation of traffic on a road is frequently at least + or - 10%. At a basic level, it should therefore be assumed that projected changes in traffic of less than 10% create no discernible environmental impact."*
- 9.2.6 The increase in vehicle movements on the M74, A701, A702 and B7078 arising during construction would be far lower than 10% and so could be considered to create no discernible environmental impact. Increases in traffic on Southwood Road and Campswater Road may be higher (but still not necessarily higher than 10%) but only because baseline traffic levels on these roads are likely to be far lower. There would still likely be no discernible environmental impact on these roads arising from the additional vehicle movements.
- 9.2.7 The IGCR and AGRC has to cross the M74 and trunk section of the A702. The exact routing and methods to spans these roads will be considered at detailed design stage by SPEN. Appropriate construction techniques would be used to minimise impacts on users of these roads.
- 9.2.8 The potential for traffic and transport impacts would arise only during the construction period as during operation there would be only the occasional maintenance vehicle movement. Hence there would be no potential for effects on traffic and transport during the operational period of the OHL.

9.3 Appraisal of In-Combination Effects

- 9.3.1 Chapter 12: Site Access, Traffic and Transport of the EIA Report showed that the additional vehicle movements arising from the construction of the Proposed Development would cause increases in vehicle movements of less than 7% on the A701 and no greater than 0.07% on the M74. That chapter concluded that the effects arising would be negligible or minor. The additional vehicle movements arising from the construction of the OHL would not alter those conclusions.

9.4 Appraisal of Differences from Conclusions of the EIA Report

- 9.4.1 It is not anticipated that the construction and operation of the OHL along the IGRC or AGRC will create differing conclusions to those made in **Chapter 12** of the EIA Report.

10. Noise and Vibration

10.1 Baseline

- 10.1.1 The IGRC passes through environments that are rural in nature and sparsely populated. The surrounding areas of the IGRC as it leaves the Proposed Development comprises mainly of agricultural land, woodland and a number of watercourses.
- 10.1.2 In its western extent, the IGRC/AGRC passes a more built up area with road and railway infrastructure, and dispersed residential settlements.

¹⁷ The IEMA was renamed as The Institute of Sustainability and Environmental Professionals (ISEP) in July 2025

- 10.1.3 The baseline noise environment of the IGRC/AGRC is likely to be characterised in the east by mainly 'natural' sources such as wind, flowing water and disturbed vegetation, and in the west by anthropogenic sounds such as road traffic, railway and residential activity.
- 10.1.4 It is accepted that OHL works are linear in geographical extent and of short duration at any one location.

10.2 Appraisal of Potential Significant Effects

- 10.2.1 There are a number of residential properties within the settlement of Abington and Crawford, adjacent to the M74 and would potentially be subject to increased noise as a result of construction or installation of the OHL. Grid connection works are linear in geographical extent and of short duration at any one time.
- 10.2.2 At any given receptor location, elevated noise levels generated during construction will be limited to periods when works require to be undertaken in close proximity. Noise levels from construction would then diminish as construction progresses to more distant locations, moving the activity away from any specific noise sensitive receptor. The potential for significant effects is not likely, despite the potential for short term elevated noise levels. Where noisy construction activities are required in the vicinity of residential properties, the residents will be notified in advance of the works, and, if necessary, working hours will be adjusted to minimise noise effects.
- 10.2.3 While noise from OHL's can arise during humid or windy conditions, such effects would be confined to within close proximity to the installation, and may be minimised by implementation of appropriate design specifications and maintaining an appropriate offset from noise sensitive receptors.
- 10.2.4 Construction noise of the OHL would be controlled through best practicable means, consistent with the principles of BS 5228¹⁸.
- 10.2.5 Noise effects will be minimised through the adoption of best practicable means, requiring the selection of appropriate plant and methods. Further mitigation is not proposed or expected to be required due to the short duration of potential noise effects. Measures to control construction noise would be secured within a CEMP.
- 10.2.6 The installation of wooden poles for the construction of the OHL will not involve piling or blasting and therefore will not generate vibration. There is no potential for vibration effects associated with the OHL.

10.3 Appraisal of In-Combination Effects

- 10.3.1 The combined effects of the OHL with the effects reported in **Chapter 13: Noise** of the EIA Report are not likely to give rise to the potential for significant effects on noise or vibration. Construction effects would be temporary in nature, restricted in extent and confined to small areas, shifting steadily along the linear corridor as works advance. There would also be no potential for combined effects of the operation of the OHL with the effects reported in **Chapter 13**.

10.4 Appraisal of Differences from Conclusions of the EIA Report

- 10.4.1 It is not anticipated that the construction and operation of the OHL along the IGRC or AGRC will differ from the conclusions made in **Chapter 13** of the EIA Report.

11. Forestry

11.1 Baseline

- 11.1.1 The IGRC mostly avoids any plantation until Camps Reservoir, where Fall Cleuch Wood is dissected before the corridor passes between two moderately sized blocks of conifer plantation (at Trow Hill and Great Hill).
- 11.1.2 To the south of Abington services, the IGRC encroaches on three blocks of woodland plantation (Bottomless Wood) recorded on the Ancient Woodland Inventory as Category 2b Long Established Woodlands of Plantation Origin (LEPO).
- 11.1.3 To the north-east of Abington services, the AGRC is routed through unforested open ground. A small area of Category 2b LEPO is noted at Wandell Farmhouse on the eastern edge of the AGRC.

¹⁸ BS 5228-1:2009+A1:2014 Code of practice for noise and vibration control on construction and open sites - Noise

11.2 Appraisal of Potential Significant Effects

- 11.2.1 A Forest Plan will be developed in line with the Proposed Development, as described in **Chapter 15: Forestry** of the EIA Report. This will detail infrastructure locations amalgamated with forestry data to construct forestry proposals for the Proposed Development.
- 11.2.2 Given the IGRC/AGRC encroaches on some areas of woodland, including Category 2b LEPO woodland, it is anticipated that there will be a loss of forestry only where necessary. Measures would be put in place to avoid the removal or damage of any woodland noted on the AWI as a result of the construction and operation of the OHL.
- 11.2.3 As set out in **Chapter 15**, in order to comply with the criteria of the Scottish Government's Control of Woodland Removal Policy, compensatory planting would be required for any woodland removal as a result of construction and operation of the OHL. The extent, location and composition of such planting would need to be agreed by SPEN with Scottish Forestry, taking into account any revision to the felling and restocking plans prior to the commencement of construction of the OHL.

11.3 Appraisal of In-Combination Effects

- 11.3.1 The effects of the construction and operation of the IGRC/AGRC in combination with the effects set out in **Chapter 15** of the EIA Report are not likely to give rise to the potential for significant effects on Forestry.

11.4 Appraisals of Differences from Conclusions of the EIA Report

- 11.4.1 It is not anticipated that the construction and operation of the OHL along the IGRC or AGRC will differ from the conclusions made in **Chapter 15** of the EIA Report.

12. Recreation and Tourism

12.1 Baseline

- 12.1.1 The IGRC/AGRC does not contain any recreation and/or tourism assets, however, both corridors overlap with the Core Water Route UN/5787/1 to the east and north-east of Abington.
- 12.1.2 South and south-east of Abington, the IGRC encroaches near Core Paths running alongside the M74 and railway, meaning the core paths are not completely rural in nature. At the location of the Redshaw Substation a Core Path follows the B7078 to the south.
- 12.1.3 The IGRC follows the route of the National Cycle Network route 74, traversing it once just south of Abington Services.
- 12.1.4 Destination Tweed is a five-year partnership led project delivering the River Tweed Trail, a source to sea, walking and cycling route starting at Moffat and ending at Berwick Upon Tweed where the river meets the sea. As part of the Destination Tweed project, a further 12 projects covering cultural, river and landscape enhancements will be enacted along the route. The River Tweed Trail will pass Tweedsmuir, south-east of the Proposed Development.
- 12.1.5 There are no nationally important tourism destinations within the IGRC/AGRC, however there are locally important tourist assets within close proximity to it, namely the Giant's Stone, the Porteous Cairn and the Talla Reservoir as outlined in **Chapter 14: Socio-Economics, Recreation and Tourism** of the EIA Report. The IGRC encroaches the Giant's Stone to the east, near the Proposed Development.

12.2 Appraisal of Potential Significant Effects

- 12.2.1 The construction of the IGRC may introduce some visual and noise effects for users of the core paths south of Abington. However, these paths already sit close to the M74 and the railway line, where transport activity creates an established baseline of noise and visual intrusion. Against this existing backdrop, the IGRC and associated OHL are not expected to create any noticeable additional impact, nor significantly alter the character of the surrounding infrastructure.
- 12.2.2 Scotland's two largest cities, Glasgow and Edinburgh are within an approximate 90-minute drive from the IGRC/AGRC, which increases accommodation options for both construction workers and tourism. Non-accommodation businesses that rely on local tourism are not expected to be significantly affected, as any loss of income from reduced tourism would be offset by construction workers spending on goods and services.
- 12.2.3 During construction, the IGRC may cause minor disruptions to the Destination Tweed project and its associated community projects. However, due to the linear nature of OHL construction, these effects

would be temporary in nature, therefore the effects of the OHL (including during operation) would not cause any significant disruptive effects.

- 12.2.4 As grid connection works are linear in geographical extent, there will not be significant construction effects, especially with mitigation measures implemented during construction to ensure the safety of users of the paths.

- 12.2.5 It is anticipated that the IGRC will not have a significant effect on recreation and tourism.

12.3 Appraisal of In-Combination Effects

- 12.3.1 The effects of the construction and operation of the IGRC in combination with the effects set out in **Chapter 14** of the EIA Report are not likely to give rise to the potential for significant effects on recreation and tourism.

12.4 Appraisals of Differences from Conclusions of the EIA Report

- 12.4.1 As acknowledged in **Chapter 14** of the EIA Report, the Proposed Development may cause some displacement of tourism, however the construction of the OHL is not anticipated to significantly worsen these effects.
- 12.4.2 It is not anticipated that the construction and operation of the OHL along the IGRC or AGRC will create differences from the conclusions made in **Chapter 14** for the EIA Report.

13. Cumulative Effects

- 13.1.1 An assessment on the potential cumulative effects associated with the Indicative Grid Connection Route are noted below. It is assumed that all existing operational or under construction developments form part of the existing baseline conditions against which the Indicative Grid Connection Route would be assessed.
- 13.1.2 The EIA Regulations require that the assessment of environmental effects of development includes consideration of effects arising cumulatively with other existing, consented and/or proposed developments.
- 13.1.3 This being the case, the Applicant considers it is appropriate to consider whether the Proposed Development and the Indicative Grid Connection Route, together with other developments (including the grid connections of neighbouring wind farms) could give rise to significant cumulative effects on the environment. The following points should be noted:
- In some cases, the grid connection for another wind farm development may be at a preliminary stage and therefore there may be no (or limited) knowledge and understanding as to the nature and location of such works. The carrying out of a cumulative assessment in these circumstances would be at odds with well-established EIA practice, which scopes out cumulative developments where there is a high degree of uncertainty as to their characteristics and in turn their potential to cause likely significant effects. This applies to most (but not necessarily all) development that is not yet the subject of a planning application or consented (including where projects are at EIA Screening or Scoping stage, and noting that operational schemes and those under construction form part of the existing baseline as noted above).
 - Where there is reasonable knowledge as to the nature and location of other grid connection works, and in particular works that are either the subject of an application or consented, it will need to be considered (by virtue of the nature, scale and location of those works) whether there is any prospect of likely significant effects arising cumulatively with the Proposed Development or its Indicative Grid Connection Route.
 - The Redshaw Substation to which the Indicative or Alternative Grid Connection Routes lead, is consented but not yet under construction (South Lanarkshire Council Application no: P/25/0662). However, it has been assumed for the purposes of this assessment that it is present in the landscape to connect to, as the grid connection will not exist without it, and the substation will be built irrespective of whether the Proposed Development is consented as it is part of wider network upgrades.
- 13.1.4 As such, a cumulative assessment considers only the following projects:
- Glenkerie Extension (consented application: Scottish Borders Council 13/00552/FUL);
 - Bodinglee Wind Farm (in planning: ECU00004839); and
 - M74 West Renewable Energy Park (in planning: ECU00005019).

- 13.1.5 It is noted that no information is available for the proposed grid connection routes for these wind farms. Glenkerie Wind Farm grid connection runs northwards from that site to Symington substation, and the Glenkerie Extension is likely to be connected to the north also. Although it is likely that Bodinglee and M74 West Renewable Energy Park would connect to the Redshaw Substation being nearby, there is insufficient knowledge about the nature and location of those to enable assessment.
- 13.1.6 In addition, should the M74 West Renewable Energy Park be present, it is assumed that the grid connection would take the Alternative Grid Connection Route via Robertson to avoid crossing that development. The cumulative assessment below therefore excludes the section of the IGRC from Abington to Redshaw via the M74.
- 13.1.7 Although other potential developments may connect into the Redshaw substation in the future, the form and route of such grid connections are unknown at this point in time and are therefore not considered within this report.
- 13.1.8 As identified in earlier sections of this report, potential additional significant effects that may arise from the grid connection include:
- Landscape and visual effects; and
 - Cultural heritage effects.
- 13.1.9 These are considered for the cumulative scenario as follows. Other receptors for which significant effects would not occur (identified in the preceding assessment sections) have been reconsidered, and no additional cumulative effects have been identified assuming standard best practice and mitigation is applied for all projects.

Landscape and Visual Effects

- 13.1.10 Landscape and visual effects identified as being potentially significant are set out in Section 5 above and include landscape effects for Southern Uplands LCT95 within the Kingledoors Burn Valley; visual effects within the Kingledoors Burn Valley; and visual effects along a section of core path north-west of Robertson (with the AGRC).
- 13.1.11 For the upper Kingledoors Burn valley, through which the easternmost section of the IGRC would run, there would be some overlap of visibility of Glenkerie Extension to the north of the valley and the OHL within the valley. With Glenkerie Extension present (as well as the existing Glenkerie and the Clyde group), the Whole Project would introduce infrastructure within the valley and turbines on the horizon to the south, in the context of more turbines on the horizon to the north (than the existing situation). In that context, the landscape character effect resulting from the addition of the Whole Project would be slightly reduced, if compared to the existing scenario (i.e. only the existing wind farms).
- 13.1.12 Regarding visual effects within the upper Kingledoors Burn valley, where the OHL would be adjacent to the track up the valley floor upstream of the Hopehead bothy, and the Proposed Development turbines on the horizon to the south, there would be significant visual effects in the context of Glenkerie Extension seen from some sections of the valley, over the horizon to the north. These are the same effects as identified for the Whole Project in the existing situation.
- 13.1.13 For the core path north-west of Robertson, there would be views of Bodinglee and M74 West turbines over Robertson Law to the west of the route, at distances of around 1.5km away (the closest turbines of Bodinglee) and 3km away (M74 West). In this context, the core path would have views of wind farms to the west, and the addition of the OHL close to the path, without any visibility of the Proposed Development. The Whole Project would not have significant effects on the experience of the core path in this cumulative context. This is a reduced effect (to not significant) when compared with the assessment of the effects of the Whole Project in the existing situation.

Cultural Heritage Effects

- 13.1.14 As per Chapter 11 of the EIA Report the significance of the cumulative direct physical effect on archaeology during construction, combined with other developments or causes of loss, will be negligible and not significant. As such this assessment focuses on the potential for significant cumulative effects upon the setting of heritage assets.
- 13.1.15 Potential significant effects on the setting of five Scheduled Monuments were identified in Section 7. These include Weird Law settlement (SM3529; Asset 3); Normangill henge (SM3292 ; Asset 68), Normangill Rig cairn (SM4526; Asset 92); Normangill Rig platform settlement (SM4756; Asset 85) and Scheduled Crawford, Roman fort (SM2632).
- 13.1.16 As set out in Section 7.3, the in-combination effect on the setting of the Scheduled Weird Law settlement (SM3529; Asset 3) is considered to be no more than for the new OHL itself, the elements of setting which contribute to the cultural significance of the Scheduled Weird Law settlement (SM3529;

Asset 3) being related to the Tweed Valley as reported in EIA Report Chapter 11 and Technical Appendix 11.1. The cumulative baseline for the EIA Report Chapter 11 included Glenkerie Extension (EIA Report Chapter 11 para 11.12.6) and it was found that there was no visibility between that cumulative development and the Scheduled Weir Law settlement (SM3529; Asset 3). As such cumulative effects on the setting of the Scheduled Weir Law settlement (SM3529; Asset 3) are not anticipated to exceed those reported in the EIA Report Chapter 11 or the potential in-combination effects as related in Section 7.3.

- 13.1.17 Section 7 identifies that the IGRC has the potential to have a significant effect on the settings of four Scheduled Monuments east of Crawford: Normangill henge (SM3292; Asset 68), Normangill Rig cairn (SM4526; Asset 92), Normangill Rig platform settlement (SM4756; Asset 85) and Scheduled Crawford, Roman fort (SM2632). Based on the location of these Scheduled Monuments and location of the cumulative developments, with the closest cumulative turbines being c. 7.6 km north-west and beyond the elements of setting which contribute to the significance of these Scheduled Monuments, the cumulative effect is unlikely to be significant.
- 13.1.18 An additional 14 Scheduled Monuments have been identified within 1 km of the IGRC and AGRC are identified as being likely to have intervisibility with the new OHL. The elements of setting which contribute to the cultural significance of the Scheduled Monuments within the Tweed Valley relate to the valley, as set out in EIA Report Chapter 11 and Technical Appendix 11.2. As such, there is unlikely to be any potential for cumulative significant cumulative effects on these Scheduled Monuments as the cumulative developments are located beyond the Tweed Valley.
- 13.1.19 Those Scheduled Monuments between the Tweed Valley and Crawford and within 1 km of the IGRC and AGRC include turbines as part of their baseline setting, closer than the identified cumulative developments. The addition of Glenkerie Extension to the north-east and the M74 West Renewable Energy Park to the north-west are unlikely to have any additional impact on how these Scheduled Monuments are understood, appreciated and experienced.

14. Summary

- 14.1.1 This Supplementary Information sets out the key environmental considerations relating to the preferred OHL grid connection option for the Proposed Development identified by the IGRC or AGRC. The grid connection is a necessary component to connect the Proposed Development and has therefore been considered as part of the Whole Project for EIA purposes, in the event that it is concluded that the OHL and Proposed Development are a single EIA project.
- 14.1.2 This Supplementary Information Appraisal supplements the information contained within the EIA Report by providing a description of the IGRC and AGRC and a structured assessment of any likely significant effects.
- 14.1.3 The parameters used within which to appraise the likelihood of significant environmental effects include:
- OHL connection method;
 - a defined IGRC and AGRC (see **Figure 1**);
 - the potential for decommissioning effects are assumed to be no worse than those expected to arise at construction.
- 14.1.4 Legal requirements and relevant best-practice guidance will also be applied during construction to minimise environmental effects, including adherence to GPP1, GPP5 and GPP6; preparation of a CTMP under the New Roads and Street Works Act 1991; and implementation of Best Practicable Means (BPM) under applicable pollution and noise control legislation.
- 14.1.5 This Supplementary Information identifies areas where significant environmental effects may arise, particularly in relation to residential visual amenity, landscape and visual receptors and cultural heritage settings. However, it also confirms that through careful route refinement, micro-siting, and adherence to established best-practice construction and environmental management measures, many potential impacts can be effectively avoided or reduced.
- 14.1.6 This Supplementary Information has been prepared using the information currently available to the Applicant at the time of writing, recognising that the actual grid route for the Proposed Development is subject to further refinement by SPEN. As such, the appraisal has been undertaken on a proportionate basis, considering the IGRC/AGRC to identify likely significant effects at this stage. Further detailed environmental surveys and technical assessments will be undertaken by SPEN in support of a separate Section 37 application for the grid connection, at which point the final design will be confirmed and assessed in detail.

- 14.1.7 This Supplementary Information provides sufficient information to demonstrate that a feasible and environmentally assessable grid connection is available for the Proposed Development.
- 14.1.8 It should be re-iterated that the Applicant is not seeking consent for the Indicative Grid Connection Route presented and that separate planning consent will be sought for the grid connection by the TO following any consent granted for the Proposed Development in line with the new Grid Reform process.

15. Acronyms and Abbreviations

Acronym/Abbreviation	In Full
AGRC	Alternative Grid Route Corridor
BPM	Best Practicable Means
CTMP	Construction Traffic Management Plan
ECoW	Environmental Clerk of Works
EIA	Environmental Impact Assessment
GDL	Gardens and Designated Landscapes
HGVs	Heavy Goods Vehicles
HES	Historic Environment Scotland
IGRC	Indicative Grid Route Corridor
kV	kilovolts
LCT	Landscape Character Type
LEPO	Long Established Woodlands of Plantation Origin
LVIA	Landscape and Visual Impact Assessment
NCN	National Cycle Network
NESO	National Energy Systems Operator
NPF4	National Planning Framework 4
OHL	Overhead Line
PWS	Private Water Supply
RVAA	Residential Visual Amenity Assessment
SAC	Special Area of Conservation
SBC	Scottish Borders Council
SLA	Special Landscape Area
SLC	South Lanarkshire Council
SMC	Scheduled Monument Consent
SNH	Scottish Natural Heritage (now NatureScot)
SEPA	Scottish Environment Protection Agency
SPA	Special Protection Area
SPEN	Scottish Power Energy Networks
SSSI	Site of Special Scientific Interest
TOs	Transmission Operators
UGC	Underground Cable
WHS	World Heritage Site
WoSAS	West of Scotland Archaeology Scotland
ZTV	Zone of Theoretical Visibility

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