

Closing Statement

LCJMF has put forward credible, policy-aligned alternatives since 2021 (reiterated in August 2023) that could materially reduce ecological, soils/flood, heritage, landscape/visual and cumulative impacts while enabling strategic integration with proximate anchor demand.

The Applicant's submissions do not evidence a proportionate, like-for-like appraisal of these alternatives nor a cumulative assessment with Viking Link. LCJMF invites the ExA to issue targeted Rule 17 requests requiring the Applicant to:

1. Evidence grid utilisation for the 600 MW import / 600 MW export arrangement post-BFS (allocation, curtailment, import flows).
2. Reappraise BESS siting/routing alternatives on LCJMF's Flood Zone 1 land east of Car Dyke.
3. Provide a cumulative assessment with Viking Link (construction, hydrology, access safeguarding, operational coexistence).
4. Justify access corridor widths/necessity against an options study using existing tracks/droves and LCJMF's hybrid route.
5. Address strategic integration, setting out how the scheme could coordinate with proximate anchor demand and compatible uses in accordance with EN-1/EN-5.

LCJMF remains willing to engage constructively, including on protective provisions and commercial terms, to secure future-proofed connections and fair treatment of sterilisation while reducing examination risk and delay.