

**From:** [REDACTED]  
**To:** [East Anglia Two](#); [East Anglia ONE North](#)  
**Subject:** Luigi Beltrandi Written Reps Reference 2002 3274 2002 3276  
**Date:** 02 November 2020 23:26:29  
**Attachments:** [Luigi Beltrandi Written Reps copy\\_compressed copy.pdf](#)

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Dear Sir

Please find attached my written representations in respect of EA1N and EA2.

Ref

2002 3274

2002 3276

As you can imagine its taken a huge effort from all concerned has been made by many to put their representations together.

As has been apparent from the open forum hearings the strength of feeling against this project from the costal community and is extremely deeply felt . I sincerely hope that unlike in 99% of DCO which have been assessed by the Inspectorate they will listen to these voices and accept that the harm of what is proposed outweighs the benefit and that a recommendation for refusal will we submitted to the Minister.

Yours Faithfully

Luigi Beltrandi

FRISTON 2<sup>nd</sup> November 2020

Summary:

SITE SELECTION

LISTED BUILDINGS and FOOTPATHS

SCALE OF DEVELOPMENT

ROCHDALE ENVELOPE AND TECHNICAL SCRUTINY

CUMMULATIVE DEVELOPMENT

DEFER DUE TO EMERGING NATIONAL GRID PROPOSALS and BEIS REVIEW

Dear Sir

RE: DCO Applications EA1N EA2

My name is luigi Beltrandi I live at 6 Church Road Friston IP17 1PU my house is about 500 Metres as the crow flies from the proposed land side substation development.

I would like to confine my statement to land use and general comments on the location of the impact of the substation development on the village of Friston as I also support the views of SASES, SEAS, all the other local Action groups and statements made at the recent public hearings.

We are scrutinizing these applications partly because of a change of transmission current within the cable corridor to the grid connection at Branford.

What was non-material amendment is in fact a material change as least in part has necessitated the two applications before us.

SITE SELECTION

The site selection process for the substation location perversely favoured the site at Friston for having good screening to the east and north from ancient woodland which supposedly will screen distant views from Knodishall and Aldringham ignoring the lack of close up screening to the south and west in views from the village Friston.

The visual impact assessment questionably describes that the impact of the development on views from the village and its surrounding as moderate and insignificant erroneously reliant on mitigation by planting at 15 years growth. As my first-year tutor used to say an architect can only persuade his client to grow ivy over his mistakes.

## LISTED BUILDINGS and FOOTPATHS

The site is within an ancient landscape and the setting of several listed buildings particularly of importance is the setting of the grade II\* 11<sup>th</sup> Century St Mary's Church. Refer to the extract from Historic England website. The views from the Church out onto the surrounding landscape will be compromised more relevant will be the impact on views of the church and bell tower from the ancient footpaths some obliterated by the development as these views connect the village and its church into this historic landscape. Refer to attached foot path map and photographs 1 to 3 the view of the St Mary's church and bell tower along footpath 6/7 on the approach to Friston. Friston is the meeting point of many important footpaths the loss of some these paths destroys physical and historical connections with this landscape.

In the attached applicants' Appendix B St Mary's church is conveniently omitted from the Aerial view plan ignoring its proximity to the proposed development and in Appendix C showing footpath 6 obliterated by the substations which are shown smaller than their actual size consequently further away from St Mary's Church. The applicant is likely to respond that this information is indicative as has happened at numerous public consultation. If this is the case what is the information that has been produced for this submission that can be relied upon?

## SCALE OF DEVELOPMENT

Works connected with the development come in such proximity to St Mary's church suggesting that location chosen is too small and cramped for the proposals to be successfully integrated and accommodated into the surrounding landscape.

The village Friston sits in a rural setting on the edge of an Area of Outstanding Natural Beauty with no discernible difference in the quality of the surrounding landscape to that of areas within the AONB immediately to the south of the A1094.

The proposals for the development at Friston are roughly 1/3 larger than the area of the village equivalent in size to Sizewell B.

The more appropriate description for what is proposed at Friston with these proposals is that a huge energy hub the size of Wembley Stadium with numerous structures as tall as 5/6 storey buildings which are alien and incongruous in form and scale in this landscape.

Refer to photo montages attached views from Grove Road please note that these do not include the National Grid Substation as little information was available or connections to the pylons /overhead lines.

## ROCHDALE ENVELOPE AND TECHNICAL SCRUTINY

Given the sensitivity of the site due to its proximity to a village, listed structures, within an ancient landscape and the physical scale of the proposals is the use of the Rochdale Envelope a suitable method for assessing the impact of

the proposed development? Should the applicant have been asked to produce fully detailed proposals of the design particularly of the substation project.

What independent scrutiny is being given to the design on technical issues for example could parts of the development go underground or is the design of proposed equipment as small or as silent as is available or can be designed. Noise from the substations on what is currently a rural environment particularly at night being a major concern.

## CUMMULATIVE DEVELOPMENT

As councillor Marian Fellows pointed out the cumulative impact of the numerous additional projects that are in the pipeline is not being properly scrutinized or planned for not only for their irreversible physical impact on this precious landscape but with the disruption for years to come caused by their construction and its effect on the physical /mental health and economic wellbeing of the communities.

Below is a list of projects being proposed and attached is confirmation from published data.

1. SCD1 & SCD2 interconnections between Suffolk and Kent
2. NGV Nautilus Interconnector linking GB-Belgium
3. Greater Gabbard extension
4. Galloper extension
5. Sizewell C construction and Sizewell B decommissioning

Please note that a DCO application for Sizewell C has been lodged and since the commencement of these hearings it has been reported that the Government is ready to approve the application. The full impact of these projects happening concurrently, or their cumulative impact is therefore extremely relevant to this application. Please note what is being experienced at Hinkley point (sister project to Sizewell C) the largest construction project in Europe.

Refer to the attached article in the Guardian 02/11/2020

For EA1N and EA2 the applicant submitted two separate applications increasing the prospect of the two developments being allowed to happen sequentially prolonging their disruption. We understand that this could have happened with a single application. However by validating two separate applications the Inspectorate allows the developer, as per the reduction in output and the change in transmission to EA1 made under a minor amendment application, to have greater room to alter/amend the proposals to exploit differing financial models increasing the profitability of project for the benefit of his shareholders without allowing independent scrutiny.



It is apparent that the area surrounding Friston is destined to become by stealth a vast unplanned energy hub by several independent developers with a myriad of cable corridors connecting to the National Grid and back to the sea to Europe. If this development is granted consent and it will be the enabler for this opportunistic land grab to take place. A strategy that has clearly been driven by National Grid in offering the connection to the grid to SPR at Friston. Seizing the opportunity for further developments on the open plateau to the north bounded by Saxmundum to the west and Leiston to the east. Again, a private developer with its primary concern of increasing value for its shareholders whilst ignoring the harm caused. If it is not the responsibility of the developer to consider the cumulative impact of all these proposed developments does it not the fall to the Inspectorate to properly evaluate their impact on this fragile and sensitive landscape. To come to a balanced and informed view on whether the transformative nature and the combined structural impact that these projects will have on the existing landscape, employment, tourism, transport, mental health and so on is sustainable and whether the destruction caused outweighs the benefit.

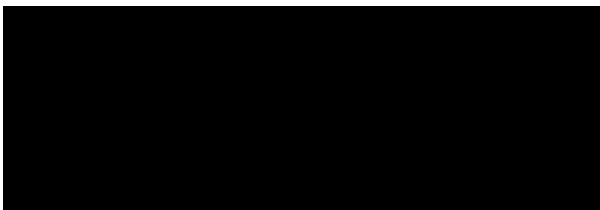
Land is a precious resource the impact of development on this scale is irreversible future generation will be left to pick up the pieces of this piece meal approach to the procurement of zero carbon energy. Allowing developers propose individual windfarm projects with their independent cable corridors and grid connections is not a sustainable method of procuring such projects. The harm caused certainly outweighs the benefit.

#### DEFER DUE TO EMERGING NATIONAL GRID PROPOSALS and BEIS REVIEW

Throughout East Anglia the countryside is being or is about to be ravaged by numerous uncoordinated such projects. This blight on coastal communities has now been recognised by the Government with the BEIS Review and by National Grid in a report of September 2020 solutions are now being brought forward proposing connection between windfarms and with the continent reducing the required number of grid connections.

Given the emerging proposals by National Grid and that a specific review on energy is currently being undertaken by the Government should the Inspectorate, rather than maintaining that Government policy is always being reviewed as a reason for bringing forward these applications not delay their scrutiny. This emerging policy could be the launch-pad of a coordinated plan enabling all to look forward to offshore wind generated energy for a truly sustainable future.

Yours Faithfully

A large black rectangular box used to redact the signature of Luigi Beltrandi.

Luigi Beltrandi

## ATTACHMENTS

Nautilus interconnectors  
ESO National Grid  
Gallop Extension  
Grater Gabbard Extension  
Sizewell C notice

Appendix B SPR  
Appendix C SPR

Photos  
View 1 From footpath 6  
View 2 From footpath 6  
View 3 From footpath 6

View of proposals from Grove Road  
Existing view from Grove Road

The Guardian Article 'Small town upended by Europe's biggest construction project' 02/11/2020 PDF

Eastern Daily Press 30/09/2020 PDF National Grid Change the way windfarms connect

St Mary's Church Grade II\* Listing Historic England

Plan of Listed Buildings Historic England  
Map of footpaths around Friston



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## Galloper partners secure agreement for lease for extension

By: [Tom Russell](#) In: [Windfarms](#)

🕒 28/09/2020 📌 RWE Renewables



Image source: Galloper Offshore Wind Farm CIPV

RWE Renewables and project partners, including a Macquarie-led consortium, Siemens' financing arm (Siemens Financial Services), ESB and Sumitomo Corporation, have announced that they will develop an extension to the existing operational

[Galloper](#) offshore wind farm.

The extension project, which is currently in the early stages of its development, will be known as Five Estuaries Offshore Wind Farm. The expected capacity is in excess of 300 MW. RWE Renewables will lead the development on behalf of the partners, who are the same as those for the operational [Galloper](#) project.

An Agreement for Lease was signed with the Crown Estate in late August 2020 for an area of seabed around 149km<sup>2</sup>. Similar to Galloper, it will cover two fields within the designated area in the Southern North Sea.

Five Estuaries Project Manager Umair Patel said: "As project partners we have already successfully delivered the £1.5 billion Galloper Wind Farm and are excited to be working together once again on the Five Estuaries Offshore Wind Farm. Whilst the project is an extension of the existing Galloper Wind Farm it will be progressed as a national infrastructure energy project on its own merit, going through a separate and comprehensive, development and planning process which we welcome as a responsible developer. We are at an early stage of development and would anticipate the project becoming operational around 2030."

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🕒 Tuesday, 06 October 2020



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🕒 Friday, 09 October 2020

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## RWE and SSE join forces for Greater Gabbard extension



By: [Tom Russell](#) In: [Windfarms](#)

🕒 28/09/2020

👤 [SSE Renewables and RWE Renewables](#)



Image source: RWE Renewables

SSE renewables and RWE renewables have joined forces to develop an extension adjacent to the operational 504 MW [Greater Gabbard](#) offshore wind farm, located more than 20 kilometres off the UK coast in the southern North Sea.

SSE Renewables and RWE Renewables, co-owners of the existing wind farm, have established an equal joint venture company and signed an Agreement for Lease with the Crown Estate, managers of the seabed, securing an option to develop an extension project on the site covering a total of 150 km<sup>2</sup>.

The project has been named North Falls offshore wind farm, after the North Falls sandbank at the southern tip of the proposed wind farm site.

The Agreement for Lease was granted to the joint venture company under an extensions application process launched in 2017. The signing of both the joint venture agreement and the Agreement for Lease means the extension project can now begin its development activity in earnest including comprehensive onshore and



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[Australia announces offshore wind support](#)

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["As Saudi Arabia is to oil, the UK is to wind" says Boris](#)

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## Nautilus Interconnector

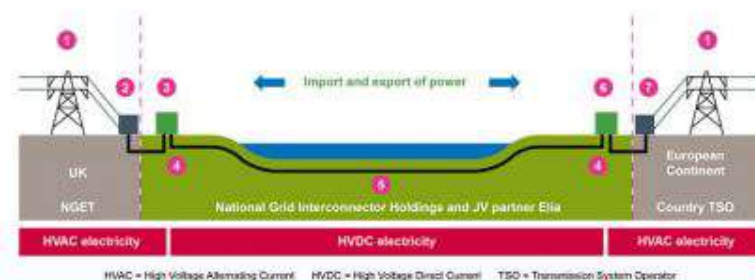
Here, you can find information on the proposed Nautilus interconnector between Great Britain and Belgium. The project will involve high voltage under-sea cabling and onshore infrastructure located on the East Suffolk coast.

 [About us](#)

### What is Nautilus Interconnector?

Nautilus Interconnector is a proposed connection between Great Britain and Belgium that will provide enough electricity to supply around 1.4 million UK homes.

When built, Nautilus Interconnector will create a new 1.4 gigawatt (GW) high voltage direct current (HVDC) electricity link between the transmission systems of Great Britain and Belgium, including underground cabling works and onshore infrastructure located in East Suffolk.



### Get in touch

For more information, please contact our Community Relations Team.

Postal: Freepost Nautilus Interconnector

Freephone: 08081 699 822

Email: [info@nautilusinterconnector.com](mailto:info@nautilusinterconnector.com)

### Project documents

You can download our latest information here:

# > Network Options Assessment

January 2020

nationalgridESO



27 May 20

**Sizewell C**

## Sizewell C submits planning application

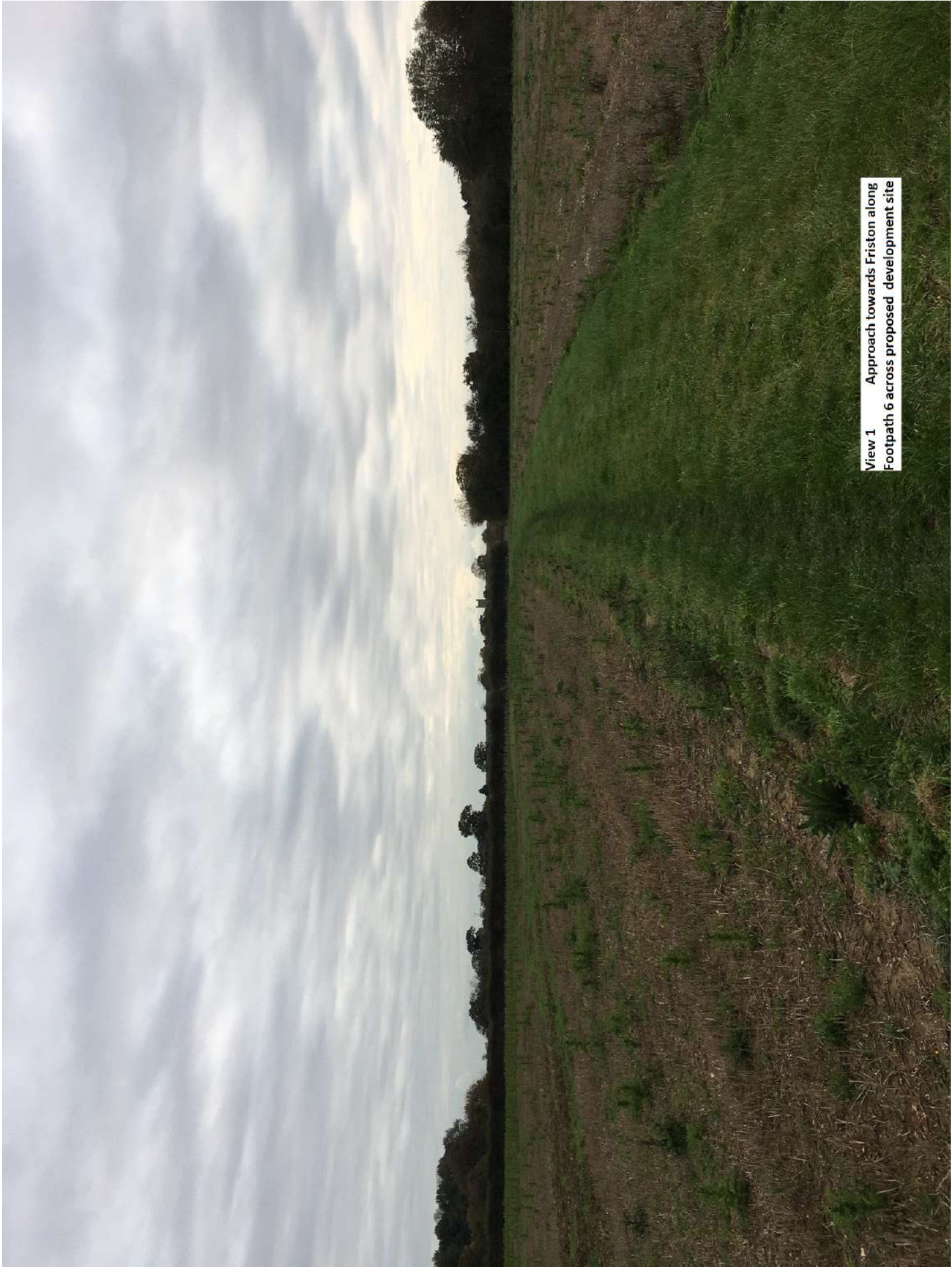


Sizewell C

[View](#) | [Download](#) (6.56 MB)

- Application for Development Consent Order (DCO) submitted to Planning Inspectorate
- Construction will create 25,000 employment opportunities and 1,000 apprenticeships
- New nuclear power station will bring huge economic boost to the East of England and





View 1 Approach towards Friston along  
Footpath 6 across proposed development site





View 2 Approach towards Friston on  
edge of proposed development site  
along footpath 6





View 3 St Mary's Church approaching Friston  
at junction of footpath 6/7



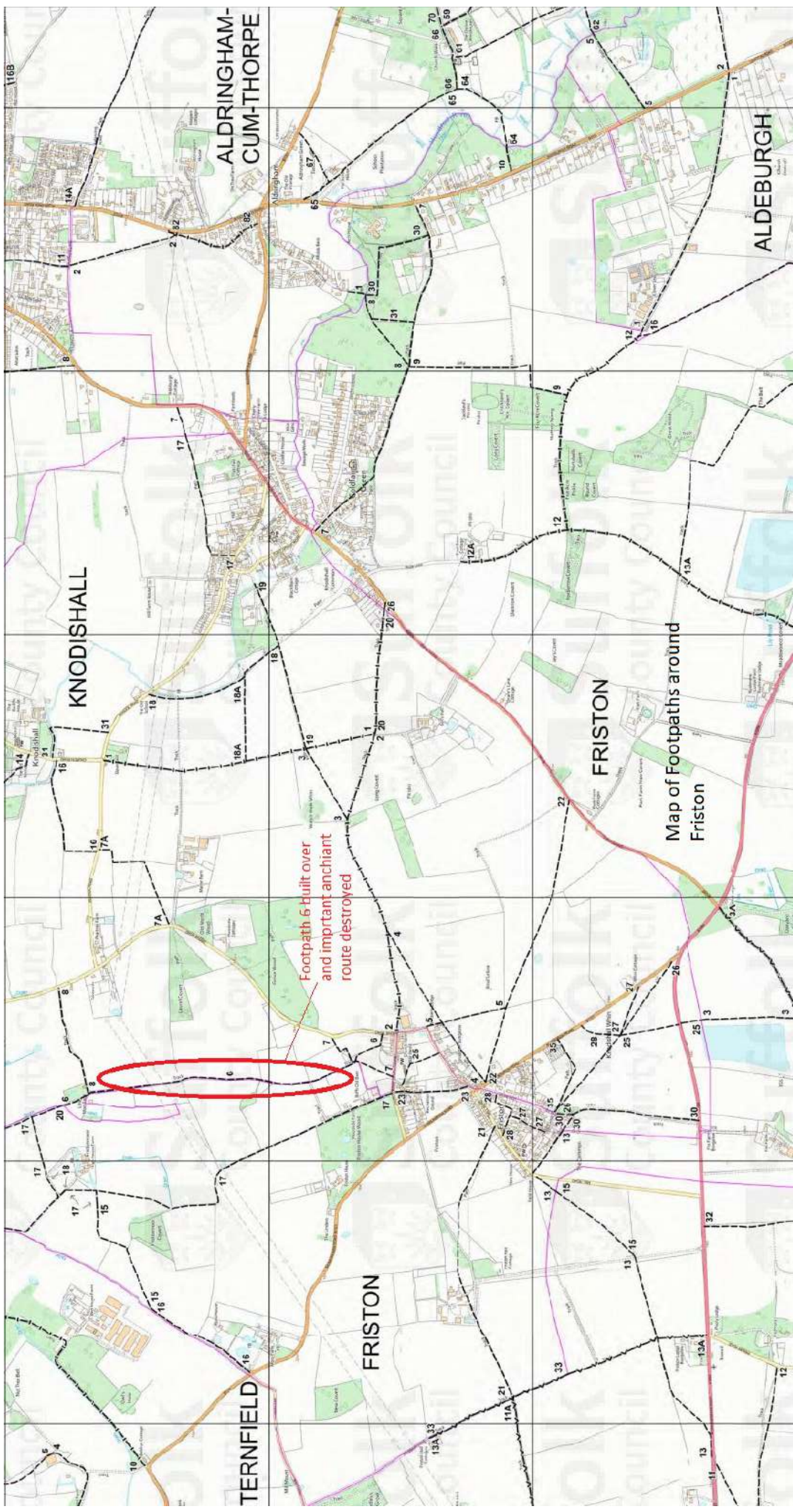
## APPENDIX B – Illustrative Masterplan of EA1N, EA2 and National Grid substations and Connection Infrastructure at Friston



Chuch Road

**St Mary's Church**

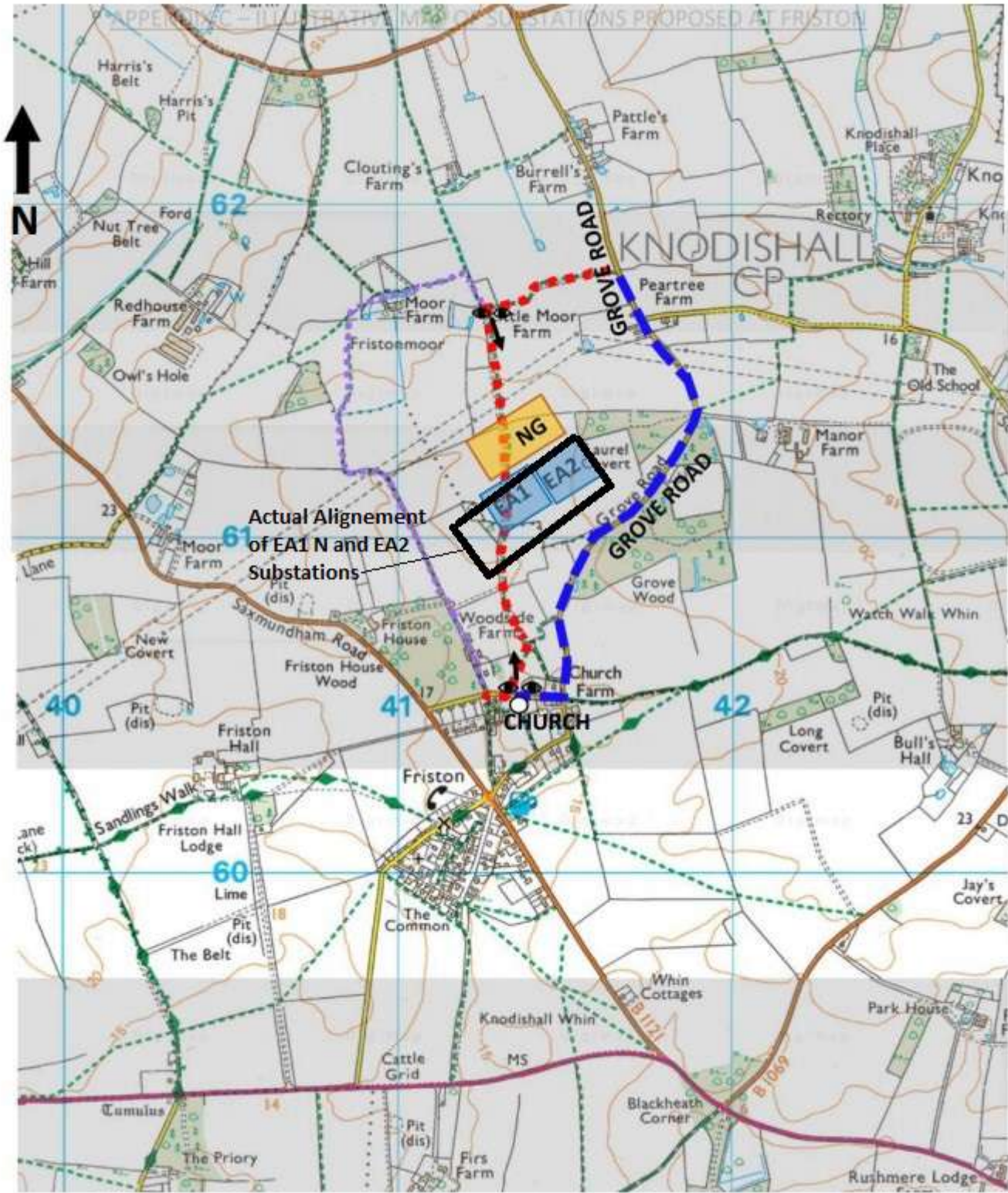




Map of Footpaths around Friston

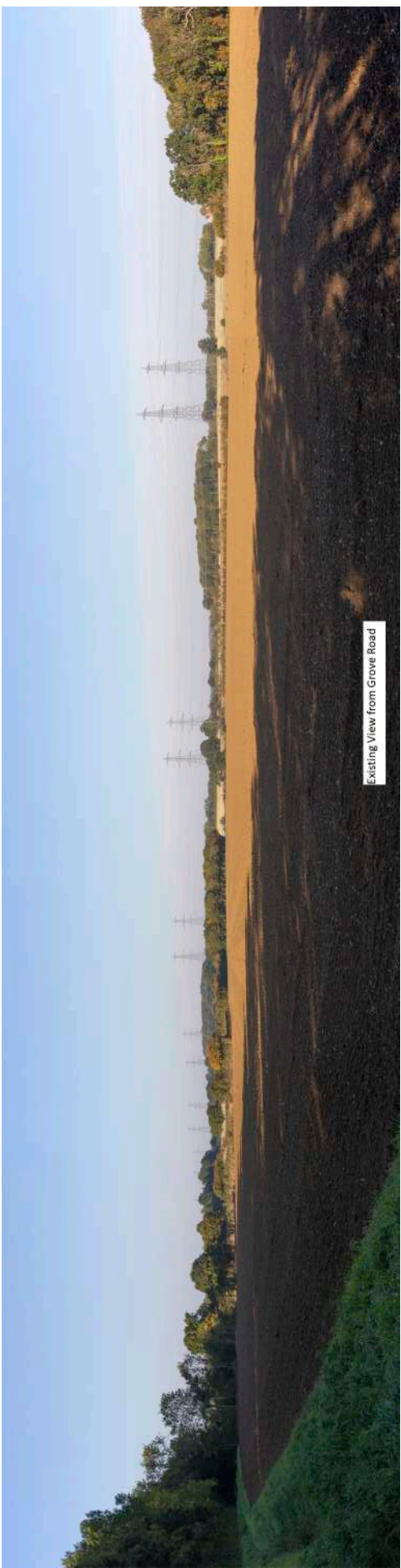


APPENDIX C – Illustrative Plan of EA1N, EA2 and National Grid Substation Site at Friston

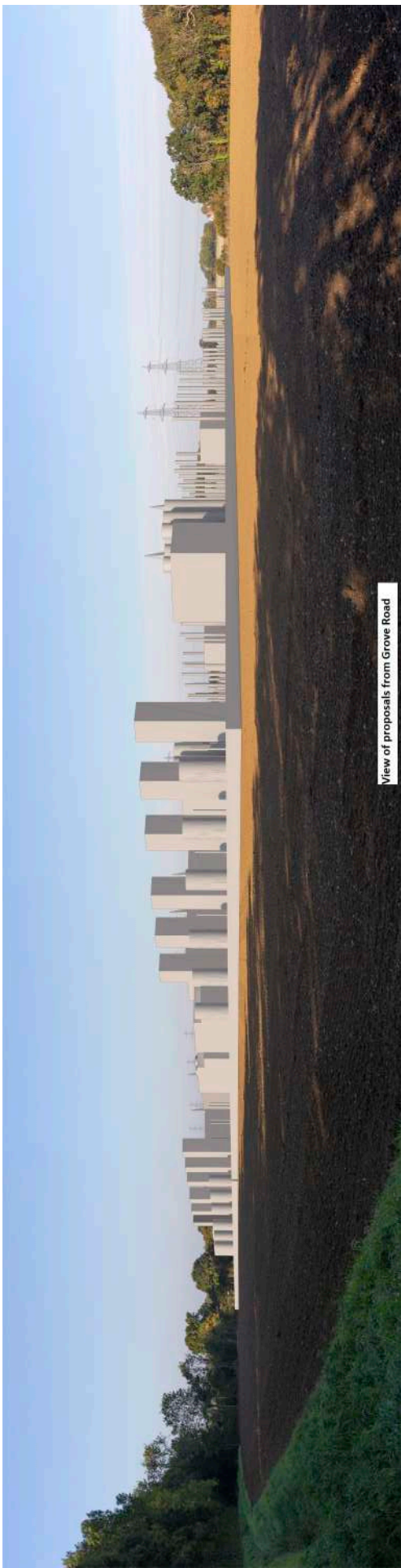


KEY:

	Driving route		Viewpoint
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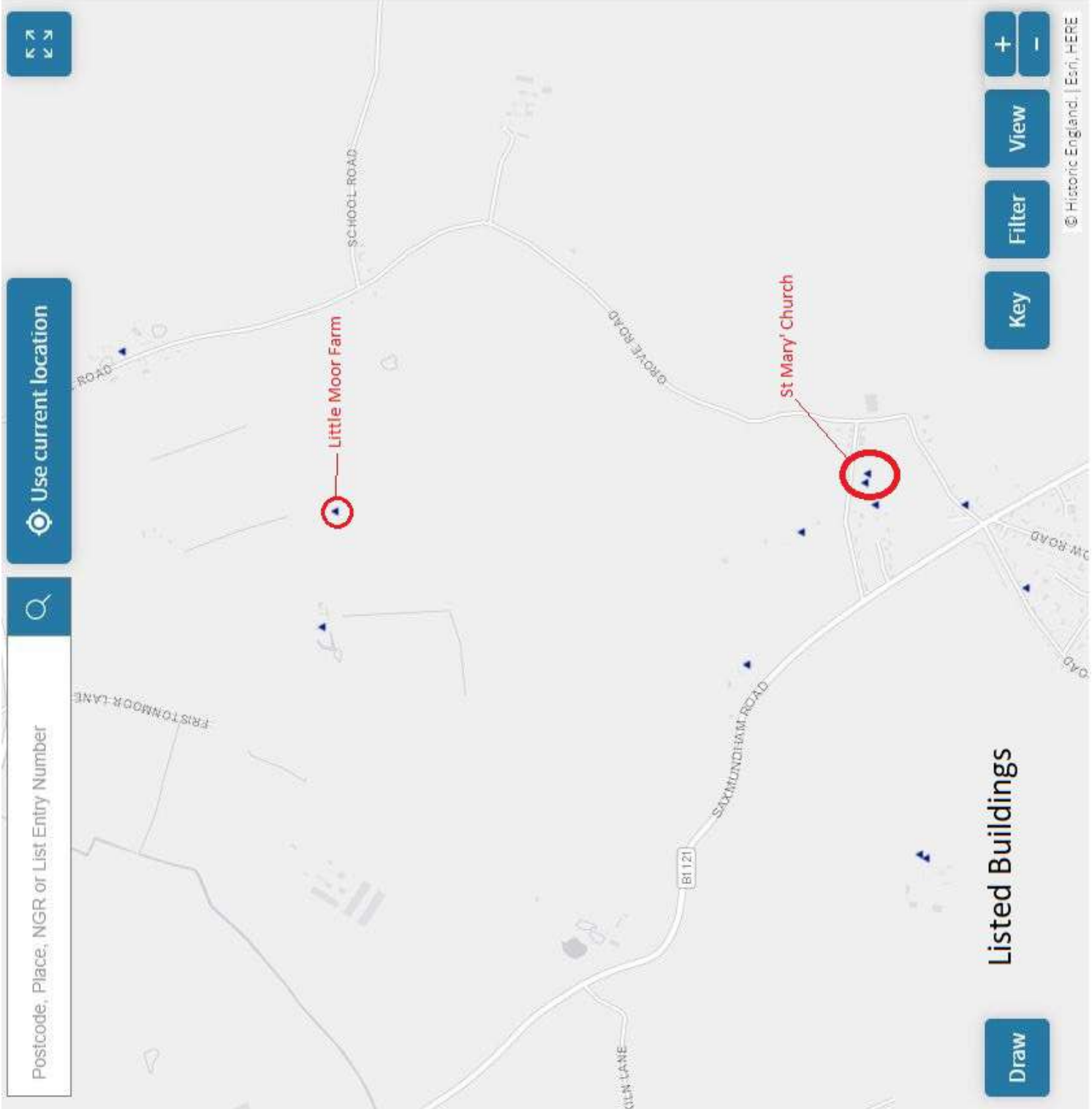


Existing View from Grove Road



View of proposals from Grove Road





Use current location



Postcode, Place, NGR or List Entry Number



View

Filter

Key

Draw

Listed Buildings



# The Guardian



## The small town upended by Europe's biggest construction site

Residents in Bridgwater, Somerset, complain of rising rents, relentless traffic and an influx of testosterone

**Steven Morris, Lisa O'Carroll and Mark Rice-Oxley**

Wed 14 Aug 2019 16.30 BST

On the Somerset coast, Hinkley Point C is taking shape.

EDF Energy, the French company building the nuclear power station, likes to reel off dizzying numbers: 8,000 people have already worked there and at the peak there will be 50 tower cranes on site. The final pour of concrete for the base of the first of two reactors was the largest in the UK, beating the Shard in London - and the cake baked to celebrate that moment included more than 2,000 eggs and 2kg of jam.

Ten miles inland, most residents in the nearest town, Bridgwater, are not bothered about this game of construction site Top Trumps. They would just like their town back.



The base of the first reactor at Hinkley Point C is prepared for the UK's biggest ever concrete pour. Photograph: Ben Birchall/PA

Many argue that the place is blighted by the noise of lorries carrying materials and equipment and coaches transporting workers. They say the influx of employees needing somewhere to stay – there are more than 2,000 workers in digs – has led to rising rents.

The food bank is witnessing an increase in numbers of users that it puts down to soaring property prices. Some people say they are frightened to go into town at night because they worry there will be fights, and complain there has been an increase in the number of sex workers.

“They told us Hinkley would be for the locals but they have brought in labour from all over and there has been no trickle-down effect,” said Matthew Brock, a building maintenance worker.

Brock chatted as he worked on a house being converted into bedrooms for Hinkley workers. Though the project is giving him work, he remains sceptical. “I have’t heard anything positive about it.”



A shuttle bus to Hinkley Point C travels through Bridgwater. Photograph: Sam Frost/The Guardian

In the 19th century, Bridgwater was a major centre for the manufacture of clay tiles and bricks and more recently it was the home of British Cellophane. Production of the wrapping notoriously gave the town an eggy smell, but also jobs, until the factory closed down in 2005.

For more than half a century the area has been a base for nuclear energy. Work on Hinkley A power station began in 1957 and most locals have grown up with the idea of nuclear.

But the construction of Hinkley Point C has brought misery for many residents. Spend a few minutes next to one of the traffic-choked roads in the town centre and it is easy to understand their frustration.

A jetty is due to open in the autumn and a wharf is being improved that will allow more deliveries by sea, but until then EDF has permission for an average of 750 lorry movements a day - 375 in and 375 out. In the week ending 19 July, there were 550 a day.

In addition to the lorries, there are 400 bus journeys a day through Bridgwater. EDF says it is a good thing that 94% of the workforce use the bus to get to work but locals are frustrated when they see buses that are empty or carrying just one or two workers, which is a common sight.

Some local politicians and many residents pleaded for a bypass for construction traffic and workers. It would have cost about £100m, a fraction of the £20bn cost of the project, but EDF has adapted existing junctions.

The leader of the Labour group on Sedgemoor district council, Brian Smedley, said: "EDF told us: 'No, it's too expensive. We can deal with the extra traffic by tweaking some of the junctions.'"



Brian Smedley. Photograph: Sam Frost/The Guardian

Local people say some journeys are taking double the time or more, and drivers are finding ever more ingenious rat runs.

Father and daughter Malcolm and Sue Calladine say they almost lost their business, Bedrock Furniture, because of roadworks to accommodate Hinkley traffic.

"I had to let all my employees go and we just went down to my dad and I," said Sue. "There's no compensation for us. Their attitude was 'Bugger everyone else.' They knew it would impact heavily. They should have put a bypass in."



Malcolm Calladine. Photograph: Sam Frost/The Guardian

There are 4,300 workers on site at the moment. Half of them live within the town or at a commutable distance. That leaves 2,150 needing somewhere to stay.



Two large campuses provide workers' accommodation, one near the gates of the site on the coast (the Hinkley campus), the other in the town centre on the old Cellophane site (the Sedgemoor campus). They have a total of 1,500 beds, making the combined facility the second biggest hotel in the UK.



The Sedgemoor campus in Bridgwater. Photograph: Sam Frost/The Guardian

The accommodation, which caters for men and women, is relatively cheap (£20-£25 a night) and spotlessly clean. There are canteens, bars, laundries, gyms and sports pitches.

Some locals have dubbed the Sedgemoor campus Cell Block H because the pods squat behind wire fences, or “50 shades of grey” - reflecting their sombre colour (not what goes on in them - they are single occupancy only).

But the campuses are by no means full. “You can find cheaper accommodation elsewhere,” said one scaffolder, who is staying in a converted nursing home. “And you have more freedom to come and go without being monitored.”

It also suits owners of houses and other buildings in the town who are making good money out of Hinkley. What were family homes have been converted into homes of multiple occupancy (HMOs). HMOs are easy to spot - many have code keypads on the front door and a handwritten notice in the window advertising cheap rooms to rent.



Flats in Bridgwater. Photograph: Sam Frost/The Guardian

The lure of profit from the Hinkley workforce has led to buildings all over the town being converted into flats and HMOs, including a former tax office and the historic Mansion House Inn on the High Street.

Mark Bevington, 33, who works at the bed shop, said he would like to move with his family to a larger house but cannot afford to. “I feel Hinkley is nothing but negative,” he said.



Mark Bevington. Photograph: Sam Frost/The Guardian

House prices are rising sharply. According to the online property site Zoopla, the average price for property in Bridgwater stood at £236,055 in July 2019, a rise of almost 3% in just three months. Property prices have risen 25% in five years.

Phil Jarman, who runs the food bank, is a fan of Hinkley Point but said he was seeing an increase in the number of clients.

“Landlords are putting rents up and the situation is either pay the rent or the food. Hinkley Point is wonderful. We lost British Cellophane so Hinkley C was fantastic news. But the downside is this increase in rents because of the influx of people into the town. It’s driving people into the food bank.”

EDF says there is no evidence that it is driving up rents and points out that its lorries make up only a small fraction of the total traffic.

Still, Bridgwater people reel off Hinkley complaints - from struggling to get a doctor’s appointment to the notion that the project may lead to an increase in marriage breakdowns if local people run off with incomers.

One of the most common complaints is that the town has become a no-go area at night because of fights and antisocial behaviour.

The statistics do not bear this out. Construction began in the second half of 2016. In May 2016 in Bridgwater town centre, there were 32 antisocial behaviour crimes. In April 2017, that rose to 110 then dropped back to 38 in April 2018. It was at 58 in April 2019. Public order offences were steady over the same period and drugs offences up slightly.

Kady Finka, a mother of four who works at the Sedgemoor campus, laughs at the notion the place has become dangerous. “That’s nonsense,” she said.



Kady Finka. Photograph: Sam Frost/The Guardian

People often ask her if she is frightened of the male guests. “But they are mainly family men just here to work. It’s prestigious to work on a nuclear site. They don’t want to mess that up.”

Finka and some of her neighbours from the Sydenham estate are doing well out of Hinkley Point. She is one of 85 people from the estate, which is opposite the Sedgemoor campus and one of the most deprived in Somerset, who work for Host, the company that runs the campuses. They make up a quarter of the Host workforce over the two campuses.

“When Hinkley Point C came along people said we would be inundated and there would be nothing for the local people. I believe the impact has been positive.”

She says a 22-year-old who lives opposite her has managed to get on the property ladder because of Hinkley wages; a friend got a job there driving a van, then a truck and has now been trained to pilot a crane. EDF points out that people are learning skills from fixing steel to welding, from hospitality to hi-tech engineering.

Alcohol and drug testing at Hinkley Point is stringent. “We just don’t take the risk,” said one worker. “It isn’t worth it. We’re on good money. Go in pissed or on drugs and you’re out. Simple as that.”

EDF funds a four-strong “Hinkley Point police beat team” - a sergeant, two constables and a community support officer. EDF has also provided money for a street pastors’ scheme. “The workforce is not causing a spike in any activity we should worry about,” said Andrew Goodchild, Hinkley Point’s lead planner.

There are signs of prosperity in Bridgwater. The new Mercure hotel is a glitzy addition, featuring a Marco Pierre White steakhouse bar and grill. Some businesses have boomed, including barber shops.

EDF says it has made £100m available for transport schemes, to fund the police officers and to help tourism. EDF cash has also been used to boost sports and leisure facilities and community spaces.

But many fear the town will suffer the same fate as US gold rush towns - a few good years followed by abandonment. The worry is that the local people being squeezed out will not return.

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## Change the way offshore wind farms connect and save billions - report finds

Tom Bristow [tom.bristow@archant.co.uk](mailto:tom.bristow@archant.co.uk) [@TomSBristow](#)**PUBLISHED:** 06:00 30 September 2020 | **UPDATED:** 13:28 30 September 2020

East Anglia is the most important area of the UK for wind energy but for growth in the future changes will have to be made to the way farms connect to the National Grid, a report has found. Picture: DENISE BRADLEY

A fresh approach to connecting offshore wind farms could save consumers £6 billion and halve the amount of cables needing to be dug in coastal communities, the first report of its kind has found.

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Some of the biggest offshore wind farms in the world are planned off the Norfolk coast. Picture: JULIAN CLAXON/CHPV

National Grid, which is in charge of the country’s energy infrastructure, published a report today into if offshore wind farms should be integrated rather, than a new connection being created onshore for each one.

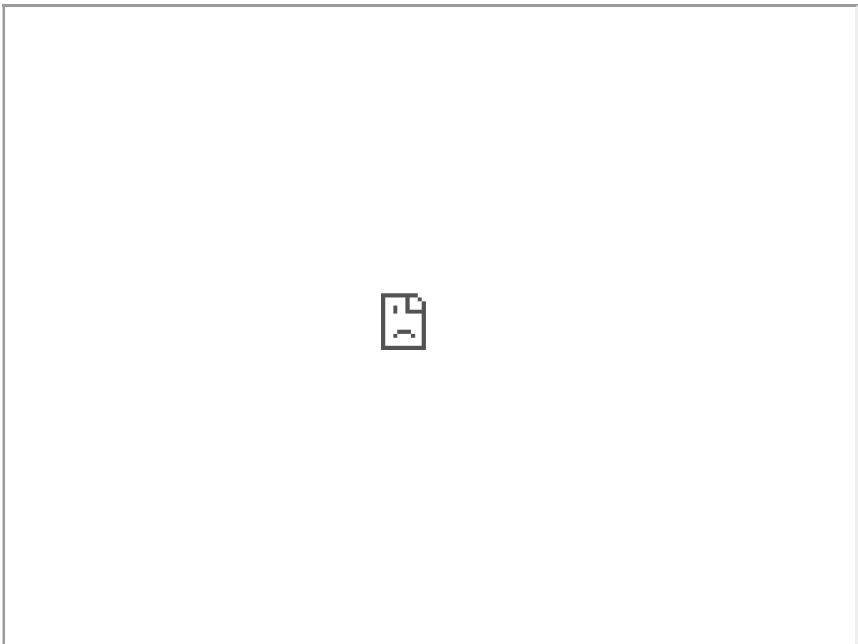
An integrated solution has long been proposed by campaigners in Norfolk who say that the construction of some of the world’s biggest wind farms off our coast will cause untold damage to our countryside and disruption.

ADVERTISING



Two huge cable trenches are planned, each 60 kilometres long, running from Happisburgh to Necton, and from Weybourne to Swardeston, to connect two wind farms.

The new approach explored in the National Grid report would come too late for the current planned wind farms and cable trenches, but they would end the need for cable trenches in the future and instead see the wind farms being connected to the grid on the coast.



The report found that this would save consumers 18pc or £6 billion.

The east of England would benefit more than any other region from the integrated solution, the report found, with savings of 30pc or £2.3 billion.

**See also: Can these ideas stop the countryside being dug up for future wind farms?**

**You may also want to watch:**





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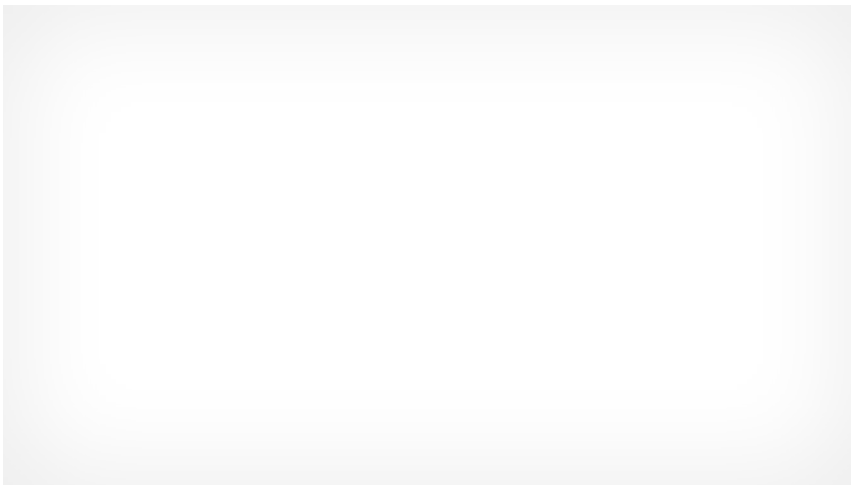
Impact on Norfolk of offshore wind farms

Science of Farming at Norfolk Showground

Hundreds of pounds worth of honey stolen from Norfolk farm

The amount of infrastructure built onshore would also be halved as there would be fewer cables and landing points onshore.

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The report said: "The majority of the technology required for the integrated option is available now or will be by 2030."

But they said underground cables with higher capacity needed to be developed.

Any changes would come too late for the current wind farms planned off the Norfolk coast, called Hornsea 3, Vanguard and Boreas.

Fintan Slye, director of National Grid ESO, said: "Our initial analysis already shows the potential for significant cost savings and a reduced need for physical infrastructure but it's crucially important we hear from a variety of stakeholders in this consultation, including coastal communities, developers and transmission owners. These views will help shape recommendations and proposals as the project moves forward."

Vattenfall UK Country Manager Danielle Lane said: "Balancing decarbonisation, consumer costs, and local community concerns as we move towards net zero is no easy task, and projects already under development need to remain on track if we're to meet the target of 40GW of offshore generation by 2030."

But she added: "The grid must be able to cope in an era of rapidly increasing volumes of renewable power, intermittent generation, flexible electricity markets, under-sea interconnectors, battery storage, and households both taking electricity from and supplying it back to the grid.

"But this is about more than supplying power to people's homes - the grid is also the lifeline which will enable industries right across the economy to move away from fossil-fuels and rely on clean electricity instead."

•The consultation runs until the end of October and can be responded to by emailing:  
box.OffshoreCoord@nationalgridESO.com

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**Man in teens dies in unexplained ‘industrial incident’**

A man in his late teens died in a reported industrial incident in a Norfolk village, police have confirmed.

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### Figures show big rise in Covid patients in Norfolk's hospitals

Norfolk's hospitals have seen an increase in coronavirus patients over the last month, new figures have revealed.

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### Tradesman named and shamed by customer threatened to 'smash her whole house down'

A tradesman who left his customer with a botched extension retaliated when she named and shamed him by threatening to "smash her whole house down".

Eastern Daily Press

### Norfolk care home confirms coronavirus cases

A Norfolk care home has confirmed a number of residents have tested positive for coronavirus.


Eastern Daily Press

### Family-run village garage to close after 25 years


A village garage will finish trading after 25 years in business on Friday.

Eastern Daily Press


#### Most Read

 Springwood High School headteacher Andy  
1 son. Picture: Ian Burt


More coronavirus cases at Norfolk high school

 Cranswick Country Foods meat processing  
2 plant in Watton where there has been a Covid-  
19 outbreak. Picture: Sam Russell/PA Wire


Impact of factory coronavirus outbreak takes town's infection rate to highest in England

 The Magpas air ambulance, which was  
3 called to help Zachariah Richardson Pic: Rob  
19 ling.

Man, 18, who died in forklift accident is named

 Hundreds have been affected by power cuts  
4 across Norfolk this morning. Picture: UK Power  
19 works

Strong winds leave hundreds of homes without power

 The riders and bloodhounds are led by  
5 huntsman Charlie Ward at Blackborough End,  
19 : Norfolk. Picture: Ian Burt

Hounds chase runners through fields as 'people hunting' comes to Norfolk

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# CHURCH OF ST MARY

## Overview

Heritage Category:

Listed Building

Grade:

II\*

List Entry Number:

1287864

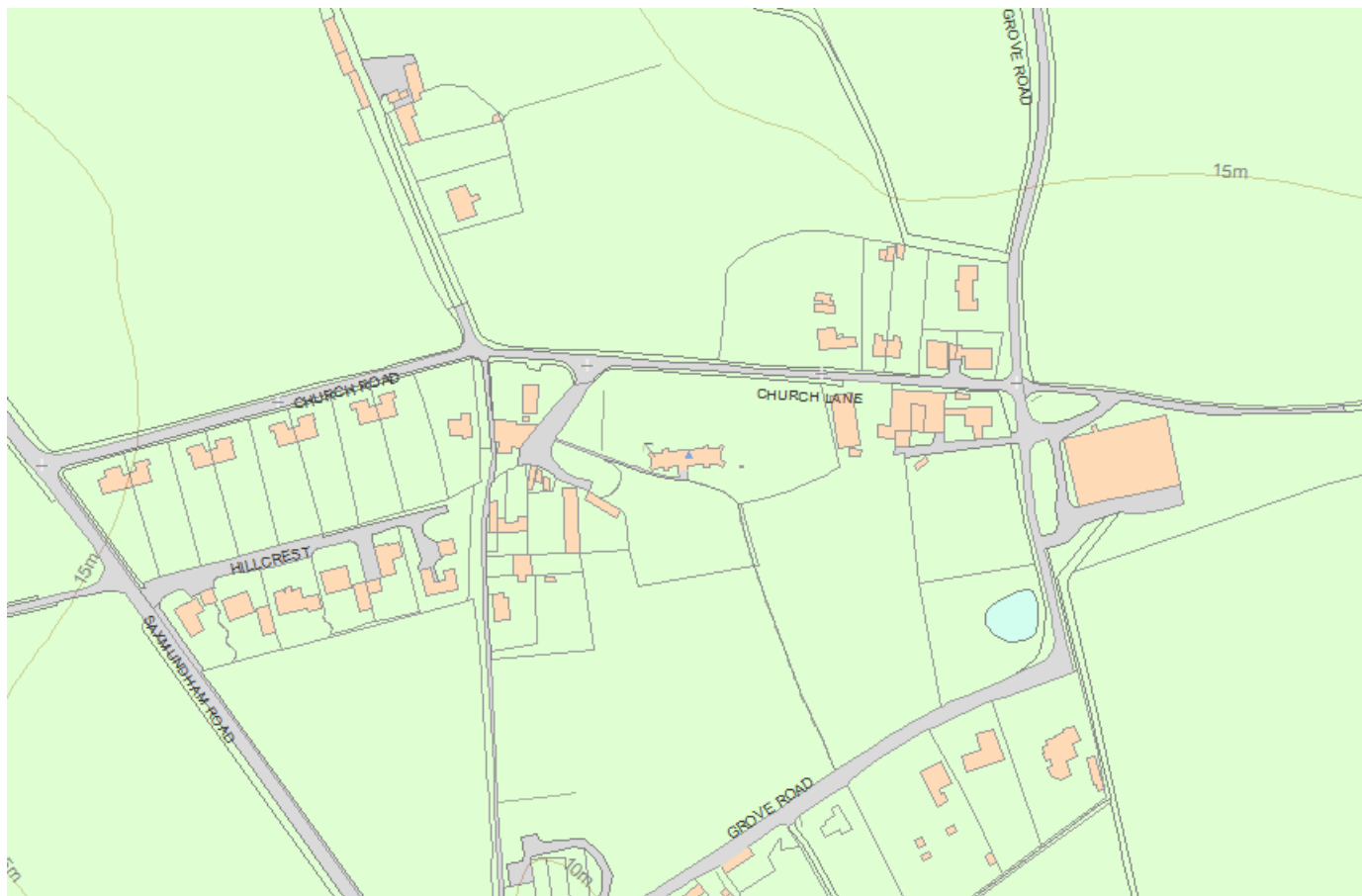
Date first listed:

07-Dec-1966

Statutory Address:

CHURCH OF ST MARY, CHURCH ROAD

# Map



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The PDF will be generated from our live systems and may take a few minutes to download depending on how busy our servers are. We apologise for this delay.

This copy shows the entry on 02-Nov-2020 at 19:52:12.

## Location

Statutory Address:

CHURCH OF ST MARY, CHURCH ROAD

The building or site itself may lie within the boundary of more than one authority.

County:

Suffolk

District:

East Suffolk (District Authority)

Parish:

Friston

National Grid Reference:

TM 41350 60488

## Details

In the entry for:-

TM 46 SW FRISTON CHURCH ROAD

4/8 Church of St Mary

GV 7.12.66 II\*

the description shall be amended to read:-

Parish Church. Remains of C11 structure in north wall; some C12 work; Main body of the church C14 and C15; post-Reformation additions of several dates, detailed below; restorations and redecorations of the late C19 and early C20 concentrated at the west and east ends respectively. Flint with cement rendering; brick porch and buttresses; roof of tile with lower verge of slate. Chancel of three irregularly spaced bays; nave of seven bays; west tower of three stages with broad, setback angle buttresses; west organ loft of wood. The chancel is not set off from the nave by an arch, being demarcated by a single step to choir area; this level change as well as the painted decorations in the chancel date to 1913 and are, according to a brass fixed to the single lancet in the south side of the chancel, a memorial to Emily Sophia Hills; the timber framing to the roof appear to date from this refurbishment. Chancel with three-light window, curvilinear tracery is late C19 work and is filled with memorial glass dated 1895. Arched timber principals to nave, the area above the collar plastered, like the underside of the roof wall plate moulded. The mouldings on the roof suggest a late C15 date; there is also some suggestion that the timbers may have been reused from another structure, perhaps in the late medieval period. Pair of two-light C15-styled windows to north wall of nave; lancet with Y tracery on line between chancel and nave to south; two-light Perpendicular window to side of entrance porch and a two-light Decorated window to the other side. Entrance to south of the nave dates to the C12. Segmental pointed arch to tower. Interior fixtures and fittings include: benches to nave of mid to late C19; choir stalls of same date partly removed; octagonal font at west end, centre of aisle; sacarium enclosed by a wood and metal rail and elevated; painted wood reredos dating to early C20. Fine wood coat of arms of James I to the north nave wall; early C17 pulpit mounted on a C19 or C20 base, may perhaps be a married piece; holy table by main door; in 1988 new window installed by Mrs. Vernon Wentworth of the Blackheath Mansion Friston.

Excavations in 1983 and 1988 have revealed two new features of note: in the north nave wall a round-arched door evidently of C11 date; to the east of the south door a staircase dating probably to the C14. No evidence for the latter visible from outside or from within; the former left exposed but blocked. Exterior features of note: south porch of brick with wood verge boards and pointed diaphragm arch of C18. West tower rebuilt in facsimile in 1900-1, its three- light west window with reticulated tracery; grouping of trefoiled arches and bell louvre to top stage, an unusual feature; two-light bell louveres to each of remaining top stages of tower. The nave is noteworthy for having been very little restored in the nineteenth century.

----- TM 46 SW FRISTON CHURCH ROAD

4/8 Church of St Mary 7.12.66

GV II\*

Parish church. Mainly C14 and C15, much restored C19 and early C20. C18 south porch. Flint, with cement render to nave and chancel and brick buttresses; plain tile roof. South porch of brick, pantiled roof. Early C14 west tower, entirely rebuilt 1900-1 as exact replica of old; 3 stages, diagonal stepped buttresses extending above parapet. West face has 3 trefoil and cinquefoil headed niches in upper stage; a further trefoil headed niche to upper face of each buttress. Nave south doorway is C12; south side of

nave and chancel with windows of C13 and late C14/early C15. Nave has medieval arch-braced roof; chancel restored C19 with painted walls and ceiling. Fine wooden coat of arms of James I on north nave wall, restored. Early C17 pulpit; C17 holy table by main door. Graded for surviving medieval work.

Listing NGR: TM4135060488

## Legacy

The contents of this record have been generated from a legacy data system.

Legacy System number:

400999

Legacy System:

LBS

## Legal

This building is listed under the Planning (Listed Buildings and Conservation Areas) Act 1990 as amended for its special architectural or historic interest.

End of official listing

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