

From: [REDACTED]
To: [East Anglia ONE North; East Anglia Two](#)
Subject: Written Submission EN010077 & EN10078 - EastAngliaOneNorth & East Anglia Two - Friston
Date: 31 October 2020 09:11:05
Attachments: [Written Representation EANorth & East Anglia TWO.pdf](#)

Dear Mr Smith

Please find attached my written submission regarding EAOneNorth & East Anglia Two.

I have linked a couple of videos into the submission regarding flooding in Friston, which I do hope work - if they don't please would you contact me and I will submit them separately.

I have to express my concern that these proceedings continue to be held virtually, but at the same time, I must sincerely thank you for your and your teams very thoughtful handling of our presentations, this is an extraordinarily difficult time for us. So many are confused as to why they need to write again, having written since 2017 to so many people.

Please can you confirm safe receipt?

With my best wishes

Sheridan Steen (Mrs)

EA1N and EA2 offshore windfarms

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Friston village on the face of it may appear to be a small and insignificant Suffolk village, indeed one of the Applicants' representatives when they made their presentation to the residents of the village said and I quote *"you are more intelligent than we expected"*!

There could also be a perception that the village is entirely made up of elderly residents, however, my husband and I moved to the village 34 years ago as a young couple and raised our children here. My children like many who have moved away to find employment now look to return to the village and the immediate environs to bring up their own children in POST COVID Britain.

Friston is a very quiet village, and from around 6.00pm in the evening till 6.30am incredibly quiet and DARK. In fact my children, all now used to city life find it difficult to adjust to the silence, which is only interspersed by a small number of cars, tractors and the occasional squabbling of the

free-range pigs that live freerange in the fields bordering the village. The main complaint can be the Dawn Chorus, which in the summer starts around 4.30am and is a cacophony of extraordinary music. In the past year I have recorded 33 species of birds in my garden, which sits in the heart of the village in the shadow of Friston Windmill, OS: TM411601

The hamlet of Sternfield situated next to Friston on the B1121 was a favourite weekend destination of HM The Queen, her sister, Princess Margaret and their families, when they would fly into Benhall Green on the Queen's Flight and stay at Sternfield House as guests of the Penn family. Her Majesty and her sister loved the peace, tranquillity and privacy of this corner of East Suffolk and spent much time on the river Alde and its environs.

Historic buildings in Friston:

The Church, dates back to the 11th century sits in the heart of the village, unlike many Suffolk churches and can even boast the presence of 3 Lord Mayors of London lying at rest in the churchyard. The east window on the south wall of the church, which dates to the 13th century and retains some of its original medieval glass, what are chances that this window will survive the vibrations of the piling that will be required for the establishment of the industrial estate that is planned by the Applicant and their associates? For some years the village was without a public house and the church was the centre of the village community and continues to do so today.

Living in the shadow of Friston Mill, and its ancillary buildings on Mill Road, Friston, I think it is only right for me to talk about it. The mill was built in 1812 and modified in the early 1870s, is listed as Grade II*. It is the tallest post mill in the UK and judged to be one of the finest post mills in the world. The mill is on the Heritage At Risk register.

Friston windmill is to be restored to full working order and preserved as a traditional working corn mill together with its curtilage as a building of historical, architectural and industrial interest to provide public benefit and opportunities much needed by the local community. All the buildings around the mill, including the mill house, workers cottages, grain store and outhouses form part of the curtilage and form part of the preservation project.

OPEN HERITAGE have been commissioned as the project's lead heritage consultants. The Conservation Management Plan, being drafted in accordance with guidelines published by Heritage Lottery Fund and Prince's Regeneration Trust, focuses on developing the sustainable vitality and economic viability of the mill without compromising the local identity and character of Friston.

The Applicant is obviously not at all concerned about the character of the village!

The current owner and appointed project team wish to conserve the historic and architectural character of the building so that it can continue to enrich and enhance local communities by creating social, economic and environmental benefits and opportunities. The project will promote the dissemination and promotion of renewable technologies and locally sourced foodstuffs and services, thus enhancing Suffolk's ambition to be the Greenest County in the UK.

It is important for the Inspectors to seriously consider the situation of Mill Road regarding traffic and the windmill improvement scheme. Parking at the site is already an issue but if the Applicant is successful the issues will become critical. Mill Road is in essence a single-track lane, which is used as a rat run, especially for workers trying to reach Sizewell and Leiston in the event of local road closures. My own family and others have sadly lost cats and dogs to speeding traffic. Not to mention hedgehogs – there is a thriving population in the village thanks in part to the dedicated care given by some members of the village. Mill Road is used by cyclists and walkers, is a dark lane and undoubtedly will become very dangerous.

Noise:

SPR's description of the effect of noise pollution as Negligible is without doubt a concoction of some incredibly interesting and distorted statistics.

It is crucial that the Planning Inspectors visit the village of Friston after dark, I appreciate that they have visited during daylight hours but it is imperative that a night visit should be made, thus giving the inspectors an insight into both the silence of the village but also the darkness of the skies.

Florence Nightingale recognized noise as a health hazard in 1859 when she wrote "Unnecessary noise is the most cruel abuse of care which can be inflicted on either the sick or the well". Noise pollution; an urban territorial phenomenon is assuming serious proportions in every city and now The Applicant and National Grid want to bring that pollution to the silence and tranquillity of the Heritage coast! The word noise is derived from Latin word "Nausea" implying "unwanted sound" or sound that is loud, unpleasant or unexpected. It can be defined as wrong sound, in the wrong place and at the wrong time.

I would like to direct the Planning Inspectorate to the Beaulieu BUZZ:

Energy firm SSE in 2015 had to issue a fresh apology for the "nightmare" fall-out from a noisy Highland substation. The situation for the residents of Auchterawe continues. Over the past 4 years

the substation that was approved in 2014 has tripled in size without the requirement of formal Planning Permission. In 2018 the residents were again faced with a further expansion of the site to include a further 2 platforms, permission was granted in 2019.

If Planning Permission is granted to the Applicant for the development at Friston, changing the nature of the village from residential to industrial, I have no doubt that future industrial expansion will follow. Again, at an initial presentation by the Applicant to the residents of Friston a representative of the Applicant proudly announced that their aim would be to make Friston one of the largest power hubs in Europe!

The effect of Noise on wildlife:

I must bring to the attention of the Planning Inspectorate the growing body of research and information that is being gathered on how anthropogenic noise affects wildlife. In separate studies, firstly Klemen, Koselj and Jinhong Luo found that the effect on bats who find their prey by echolocation is being seriously underestimated. Interestingly using Daubenton's bats, which are local to this area, it was found that noise did not mask noise prey echoes or reduce the attention of bats. Instead, noise acted as an aversive stimulus that caused avoidance response, thereby reducing foraging efficiency.

In relation to noise effect on birds and bees, Professor Jesse Barber, senior author of the study, Anthropogenic Noise Changes Arthropod Abundances, described noise as "sensory pollution". He said that insects were vital to the ecosystem, so it was "critical" to understand how noise caused by humans was changing their behaviour and distribution.

<https://www.soundplanning.co.uk/blog/noise-pollution-the-birds-and-the-bees/>

Screening of the Substations:

Grove Wood, Friston

The Applicant claims that the presence of Grove Wood, Friston will act as a screen to both the village of Knodishall and possibly some views from Friston village. I would point out that in early May 2020, the owner of Grove Wood commenced felling a large number of mature ash trees that make up this valuable screening. The reason for the felling of these trees we were informed was due to Ash Dieback.



Grove Wood Spring 2020 partial felling due to Ash dieback



The trees that remain are in turn highly likely to be infected. The National Trust have in the past few weeks announced that they will have to fell 40,000 ash trees in the coming months due to this terrible disease, having felled only 4,000 in the previous year it is clear like COVID this virus will claim more victims. I would suggest that there is very little hope for the remaining trees in Grove Wood. Within 10 years, I suspect that Grove Wood's screening ability will be seriously compromised if it exists at all.

(submit photos of the felling). <https://www.nationaltrust.org.uk/features/restoring-woodlands-affected-by-ash-dieback>

To mitigate the sound/light pollution and the loss of the beautiful views across the green fields surrounding the village from the planned industrial site on this beautiful and green site, The Applicant has promised to plant a forest of trees to screen the village. Bearing in mind the past three summers in East Suffolk have been exceptionally dry, 2018 being particularly difficult, I would suggest that the likelihood that such tree planting being successful is highly unlikely. I would ask that should the Applicant be successful in their application, what guarantee will there be that after a few years the village won't look out, not only at an industrial estate of extraordinary magnitude but also on a wide vista of fading plastic tree protectors with canes protruding and a total lack of trees? Who will farm these trees to ensure that those that die are replaced and those that replace the dead will in turn be replaced themselves? For the few trees that survive the increasing global warming temperatures that will in 30 years be stunted and in no way be adequate at providing a stretch of mature woodland and wildlife habitat.

I refer the Planning Inspectors to the existing situation at Auchterawe, where the planted screening is I believe only 4 – 5 metres in width and the buildings are 50ft high.

Flooding in Friston:

Having lived in Friston for 35 years, I have witnessed flash flooding in Grove Road and Low Road, the water rushes down from the elevated land north of the village, through the village and until the dam was built, would rush across the A1094 south flooding the farm, regularly going through the dairy and on down to the river Alde.

I would like to share the [attached video](#) of the flooding that occurred in Friston village on the 6th October 2019. The Applicant's plans for holding ponds will not effectively protect the village. Unfortunately my brother in law, who was a senior member of the Environment Agency with responsibility for the coastline from The Wash to the Thames, sadly died recently, but when he looked at the initial plans submitted by The Applicant, said they were totally inadequate. It is important to bear in mind that should The Applicant and National Grid decide to further develop the Friston site to encompass 100 acres and 5 further projects then the flood risk will be increased even more dramatically. ([attach video](#)).

Traffic:

The issue of traffic has been raised throughout these presentations, and again I need to highlight the fact that all the roads in the area are unsuitable to carry the expected increase in traffic. I would argue that the A12 will be unable to handle the estimated 1500 HGVs plus white van man plus ancillary traffic should Sizewell C and The Applicant receive the Green light to proceed. My simple calculation for the combined traffic would see HGV's, Coaches and support traffic hitting 1 vehicle a minute. EDF have promised 200 coaches a day taking workers from their planned Park and Ride at Marlesford.

The main roads that feed into the area around Friston are the A1094 from Friday Farm, the B1121 (through Sternfield over the tiny one way bridge) and the B1119 to Leiston through Saxmundham – a road that has not been mentioned due to the fact it runs straight through the heart of Saxmundham with sets of traffic lights at Saxmundham and Leiston. (The traffic jam at Saxmundham traffic lights is during the height of the tourist season already an issue) - I strongly believe that although the HGVs will not use either the B1121 or the B1119 there will be no control of all the ancillary traffic. May I suggest that the Inspectors do a site visit for both these roads, not on a quiet afternoon in November. The traffic chaos across the bridge at Sternfield bridge, is likely to be considerable, potentially the site of serious accidents. In addition, local drivers will start rat running in the vicinity, attempting to use Sandy Lane, a single lane crossing the very narrow ford into Benhall Green. I suggest a site visit to the lane and roads that crisscross Benhall Green.

Grove Road, again is in places close to being a single track lane, it will be incredibly dangerous, unbelievably the Applicant is suggesting that the permanently closed footpath from the village to Little More Farm be sited alongside Grove Road. A very challenging suggestion, the footpath is integral to the area and is used by local walkers and visiting ramblers and very importantly forms part of the National Cycle Route 1 from Stratford St Mary north using RCR 41 via Bawdsey Ferry (summer only) or via Woodbridge and minor roads into Suffolk Coast and Heaths Area of Outstanding Natural Beauty to connect back up with NCR 1 further north. <https://www.thesuffolkcoast.co.uk/cycling-on-the-suffolk-coast>. In addition the road is used by horseriders



Site visits to the area, especially during the autumn and winter months will not give a true picture of the traffic using the A1094 or the other roads and lanes that surround the villages of Snape, Friston, Knodishall, Aldringham, Thorpeness and the town of Aldeburgh. During the holiday season the roads are crowded, with cars, motor homes, farm vehicles, motor bikes, people trailing boats and in increasing numbers cyclists, both club cyclists and families with sometimes very young children riding crocodile fashion along the A1094. The traffic build up is already dangerous, I myself have witnessed one horrendous crash close to Rushmere Farm on the A1094 which resulted in the death of the driver, life changing injuries to one passenger and two others badly injured.

As you enter Aldeburgh from the south, you will have seen Aldeburgh Golf Club, it sits on the brow of the hill, just inside the 30-mph area. The Golf Club has two courses (Championship and River) with the carpark and clubhouse situated on the left-hand side of the road. Members and visitors, often the more elderly club members, and visiting families, sometimes with very young children, have to navigate the A1094, which again is already a concern with the increase in traffic. There is bound to be accidents, even possible fatalities at this crossing point.

On the 4th July 2019 the A1094 blocked in both directions for a many hours as a low loader (carrying portacabins) and a small school bus locked together just outside the Aldeburgh Golf Club, this collision led to gridlock in the entire area, with drivers even taking to off road tactics.

Similar issues involving golfers will occur on the B1353 as Thorpeness Golf course continues on both sides of the road, the crossing is very difficult, and visibility limited.

Finally, due to the aged population of Aldeburgh it is not so unusual to witness people riding down both the A1094 and the B1122 on their mobility scooters.

Emergency Services:

Given the proximity to Sizewell A and B, it is imperative for the emergency services, police etc., to swiftly attend an incident at Sizewell, be it, explosion, fire, terrorist attack. The local infrastructure is quite simply not adequate to meet this possibility. Traffic would swiftly become totally gridlocked with emergency services from great distances as well as local not being able to get through.

Ambulance

I refer the inspectors to the following document:

<https://www.suffolkobservatory.info/wp-content/uploads/2017/09/45-Aldeburgh-Leiston.pdf>

The 2011 census showed the population of Aldeburgh and Leiston to be 9,399 of that number 3,744 was over the age of 60. I have absolutely no doubt that nine years on, the number of over 60's will have increased significantly. The number of ambulances travelling under blue light from Ipswich to Aldeburgh/Leiston/Saxmundham/ and the villages as far north as Yoxford are going to suffer serious delays due to the undoubted congestion on the A12 and even more significant delays on the A1094 and other routes. It is not unusual to see and hear 3 blue light ambulances travelling into and out of Aldeburgh in an hour and a half.

As you can see from the Suffolk Observatory document, the number of deaths in the under 75s in Aldeburgh and Leiston from circulatory and coronary disease is actually well above the County and above the national average, I question whether this significant difference is already due to the poor response time of the emergency services? I speculate the 40 minutes quoted by Google from Ipswich Hospital to Aldeburgh is actually feasible. It certainly isn't unusual from my experience for it to take at least an hour. With the disruption to the road infrastructure you would expect to add at least another 30 minutes, meaning that a cardiac arrest or ischemic stroke patient could take easily 1 ½ hrs to reach the A&E at Ipswich.

Could it be that victims of delayed treatment will be able to take legal action against the Applicant for such delay?

Aldeburgh lifeboat & Coastguard

Aldeburgh lifeboat is manned by volunteers, these volunteers have to live within approximately 3 miles of the station and have to be able to attend a shout within minutes, I seriously question that with the disruption to the local roads whether this will be feasible – again lives will be put at risk. May I ask the Inspectors to ask for full disclosure from the RNLI and Coastguard about the number of call outs they have to attend in a year, and also how long it can take for an ambulance to arrive at Aldeburgh. There certainly have been waits in excess of 3 hours.

Fire Service

6 minutes – that is the time that a volunteer fire fighter should be from their local station, again I would question whether this is achievable. In the proximity of Friston there are 3 stations : Aldeburgh/Leiston/Saxmundham. The number of shouts that these stations respond to on a weekly basis should not be ignored. Studying the Facebook pages for all three stations I estimate that each station responds to at least 6 callouts a week. As a general rule more than one appliance has to attend a shout and it isn't unusual for other stations also to be called to attend an incident, for example on Wednesday 16th September 2020 appliances from Aldeburgh/Leiston/Saxmundham and Orford were called to tackle a forest fire at Tunstall. October 24th all four fire stations (including Orford) attended a serious RTA at Friday Farm junction.

Again, I would ask the Inspectors to request official figures from the Fire Service.

Services:

Essential Services such as the Royal Mail, Care in the Community, BT, Library service, food deliveries will undoubtedly be adversely affected. Talking to local postal workers they have raised concerns that they will be unable to meet their statutory requirements.

Without doubt the care in the community services will be badly impacted, it is very important that the Inspectors bear in mind the growing population of elderly citizens in East Suffolk, many of whom are dependent on daily visits from carers in order to maintain their independent living. Without this vital service the strain on the NHS will only increase.

In addition consideration should be given to the seven residential homes for the elderly which are likely to be affected by the road closures, staff being delayed in reaching work, their increased costs as a result of longer car journey and increased traffic in East Suffolk.

Tourism:

East Suffolk is a stunning county and generates approx. £2.4 billion from tourism. The plans of The Applicant, EDF and the National Grid will lead to massive loss of income and at this time of recession serious loss of employment. The villages of Snape, Friston, Aldringham, Thorpeness, Westleton, Dunwich, and the towns of Aldeburgh, Framlingham and Southwold are heavily dependent on the tourist industry. The area has already been hit hard by the COVID pandemic, it will survive the pandemic, in fact the area is quite simply bursting at the moment with holiday makers to the point that there isn't enough accommodation, the road infrastructure is struggling and the local workforce are fully employed. However, as we know this situation will change on a sixpence and will be devastated if the energy giants plans to turn the Heritage Coast into a giant industrial site. The tourists will not want to sit in traffic jams for hours and hours, the weekenders will choose other destinations and those that do sit in the traffic jams will of course add to the CO2 crisis.

Pollution:

There has already been a great deal of discussion about the pollution that the planned EA1N and EA2 offshore windfarms will bring to the Heritage Coast, but I feel that not enough emphasis is being made regarding how much carbon dioxide will be entering the atmosphere should they be allowed to go ahead. As stated by Miss King during her presentation we all support the windfarms and understand their importance to our future energy needs, however it must be CLEAN GREEN ENERGY, not DIRTY GREEN ENERGY.

16th October 2020 Press release from National Grid Ventures announced :

National Grid Launches Subsea Interconnector between Britain and France

National Grid recently launched a new subsea interconnector, the IFA2. The 149-mile-long power cable runs along the seabed between Portsmouth, Hampshire, in the United Kingdom and near Caen, Normandy, in France, sharing surplus clean energy between the two countries.

The IFA2 is expected to deliver 1.2% of Britain's electricity needs, enough to power up to one million homes with zero-carbon energy. By the end of its first year in operation, the IFA2 will have helped

avoid 1.2 million tons of carbon dioxide (CO₂) from entering the atmosphere, equivalent to planting 50 million trees.

Kwasi Kwarteng, minister for business, Energy and Clean Growth, said: "Recent government commitments to the development of our offshore wind infrastructure show how the United Kingdom is a world leader in low-carbon energy generation and the IFA2 will allow us to share those benefits with our friends and neighbours in France."

Jon Butterworth, CEO of National Grid Ventures, said: "While the world is focused on the pandemic and managing the knock-on effects on our lives, we know that progress toward net-zero can't afford to falter and Britain needs to keep up the momentum in reducing harmful carbon emissions. The launch of the IFA2 interconnector, linking France and Britain's power grids, is an important step in accelerating our progress to a cleaner, greener future."

<https://www.tdworld.com/renewables/article/21144959/national-grid-launches-subsea-interconnector-between-britain-and-france>

On-Going Developments:

The question to be asked is are huge onshore electrical substations a thing of the past when working with offshore windfarms?

In 2019 the French energy providers Atlantique Offshore Energy and Ideol unveiled their universal floating offshore substations for both bottom-fixed and floating offshore wind farms starting at depths of 40 meters. <https://chantiers-atlantique.com/en/offshore-energy/seeos-offshore-substation/floating-electrical-offshore-substation/>

Currently the UK generates the largest amount of electricity from windfarms, followed by Germany. With such a pedigree you would expect National Grid to want to continue to lead the way in developing the world's leading ring mains and interconnectors technology.

14th July 2020 saw the press release by Denmark's Energinet and National Grid announcing that they have begun work on the world's longest subsea power cable. The €2 billion Viking Link project, a 475-mile-long (765 km) cable, is being built in Lincolnshire. It will run between the UK and Denmark in order to share green energy between the two countries. <https://electrek.co/2020/07/14/worlds-longest-subsea-power-cable-viking-link-uk-denmark/>

If this is possible, then surely it makes sense for National Grid to run such a cable to their Hurst Substation site, just outside London thus efficiently supplying London with its green energy directly from the North Sea windfarms? 2020 has seen National Grid announce plans to extend the site at Hurst Substation and the LONDON POWER TUNNELS <http://londonpowertunnels.co.uk/hurst/>

The three German wind farms export electricity to shore using the same offshore substation. TenneT GmbH owns and operates the BorWin 2 HVDC offshore substation at 300 kV. In the case of Hornsea One, the developer Ørsted has opted for HVAC at 220 kV and built the industry's first offshore reactive compensation platform to compensate for the losses of such a large AC transmission line.

https://players.brightcove.net/2346984621001/default_default/index.html?videoid=619050384400

[1](#)

In Conclusion:

In conclusion, I believe that there will be serious casualties if not deaths as a result of the Applicants application.

The Applicant assures residents that they will mitigate the effects of the dust as a result of the construction by watering the trenches and service roads but I question whether that will be enough to avoid increased numbers of children and adults with serious health issues, such as asthma.

How many elderly residents living alone will wait hoping that their carer will arrive to give them their vital care, the service is already stretched with complaints that the carers are not allocated enough time to give their patients even the basic support, baths, food, etc. How will the stress on the carers trying to reach their patients play out?

How many RTAs will lead to death or life changing accidents?

Who will explain to the parents of a child swept out to sea on their Lilo that they failed to be rescued because the lifeboat couldn't be launched?

How many homes will burn to the ground because the Fire Service couldn't attend in time.

Already the stress of the past 3 years is taking its toll. Can we prove it is a direct effect of the Applicants plans for Friston and the surrounding area? I suspect not at present but in 10 years' time when of course it will be too late it may well be clearly seen and conveniently brushed under the carpet.

On the 15th October 2020, The Crown Estate announced that it is working in partnership with the Department for Business, Energy and Industrial Strategy (BEIS), and the Department for Environment, Food and Rural Affairs, in collaboration with a wide range of stakeholders, to deliver The Offshore Wind Evidence and Change Programme. This collaborative programme aims to integrate environmental and societal considerations into the development of large-scale offshore

wind development – helping to balance the range of needs offshore, and support clean, healthy, productive and biologically diverse seas. I would argue that until the BEIS Report has been published then no decision should be reached about The Applicants and National Grids application for Friston.

There are without doubt better alternative sites. I would urge the Planning Inspectors to recommend that the application is rejected. Alternative sites at Bradwell, Lowestoft, other brown sites further down the Suffolk/Essex coastline or even as mentioned above the use of a seabed interconnector taking the Green energy directly to the outskirts of London using the Thames as a highway? If these are for some reason impossible why not a second trench from Bawdsey to Bramford?