

Section B: Your Representation

Please complete a separate sheet for each representation that you wish to make. You must complete 'Part A – Personal Details' for your representation to be accepted.

Representations cannot be treated as confidential and will be published on our Consultation Portal. Any representations that are considered libelous, racist, abusive or offensive will not be accepted. All representations made will only be attributed to your name. We will not publish any contact details, signatures or other sensitive information.

Full Name

WILLIAM JAMES ANDREW RATCLIFFE

Question 1: Which **Main Modification and/or supporting document** does your representation relate to?

Each Main Modification within the Schedule has a reference number. This can be found in the first column i.e. MM1, MM2

Any representations on a supporting document should clearly state which paragraphs of the document it relates to and, as far as possible, your comments should be linked to specific Main Modifications. You should avoid lengthy comments on the supporting documents themselves.

Representations on the Policies Map must be linked to specific modifications in that they reflect a change required as a result of a Main Modification.

| | | |
|--|----------------|--|
| Schedule of Potential Main Modifications | MM no. | 1; 2; 5; 78; 81; 107; 108 |
| Sustainability Appraisal | para(s) & | PAGES - CONCLUSIONS PARAS: 2.6; 2.8.1 |
| Habitat Regulations Assessment | para(s) | |
| Policies Map or other supporting documents | Please specify | ANNEXE 2 |

Question 2: Do you consider this **Main Modification and/or supporting document**:

| | | |
|--------------------|------------------------------|--|
| Legally Compliant? | YES <input type="checkbox"/> | NO <input type="checkbox"/> |
| Sound? | YES <input type="checkbox"/> | NO <input checked="" type="checkbox"/> |

Question 3: If you consider the **Main Modification and/or supporting document** unsound, please indicate which of the soundness test(s) does it fail (please mark all that apply):

| | |
|--|-------------------------------------|
| Not positively prepared | <input checked="" type="checkbox"/> |
| Not justified | <input checked="" type="checkbox"/> |
| Not effective | <input checked="" type="checkbox"/> |
| Not consistent with national planning policy | <input checked="" type="checkbox"/> |

Question 4: Please provide details of either:

- Why you consider the **Main Modification and/or supporting document** to be sound or legally compliant; or
- Why you consider the **Main Modification and/or supporting document** to be unsound or is not legally compliant.

- 1) MM1; MM2; ANNEX 2 : FOR THE VISION AND STRATEGIC OBJECTIVES TO BE MEANINGFUL, SOUND AND EFFECTIVE, THEY HAVE TO BE RIGOROUSLY APPLIED. THE ALLOCATIONS IN BLACKMORE (R25 & R26) FAIL YOUR TESTS :
- BLACKMORE IS THE REMOTEST VILLAGE IN THE BOROUGH
 - EXISTING (AND FUTURE) RESIDENTS ARE OVER-DEPENDENT ON MOTOR VEHICLES
 - MORE HOUSES EQUALS MORE CARS, MORE DELIVERIES, MORE VEHICLE MOVEMENTS GENERALLY ... AND SIGNIFICANTLY INCREASED POLLUTION
 - THERE WILL BE A SIGNIFICANT NEGATIVE IMPACT ON BIO-DIVERSITY IF TWO GREEN FIELDS, IN THE GREEN BELT, ARE LOST
 - MM1 & MM2 ARE RENDERED UNSOUND (NOT EFFECTIVE AND NOT POSITIVELY PREPARED) SHOULD R25 & R26 REMAIN IN THE PLAN.

- 2) MM5 (AND NEW POLICY MG03 - SETTLEMENT HIERARCHY)
- BLACKMORE, COMPARED TO: DODDINGTON HURST; KELVEDON HATCH; HEFONGATE & INGRAVE (NOW ONE CONURBATION) AND MOUNTNESSING, IS QUITE DISTINCT & DIFFERENT
 - ITS SIZE, FACILITIES (CENTRE), RESOURCES (NOTABLY SHOPPING), ROADS AND CONNECTIVITY WITH THE REST OF THE BOROUGH AND BEYOND UNDERLINE THIS POINT
 - THE OFFICE FOR NATIONAL STATISTICS DEFINITIONS ARE SOUND, WHEREAS THE LDP CATEGORIES ARE
- Please continue on a separate sheet if necessary

CONT'D

NOT POSITIVELY PREPARED, RATHER THEY ARE AN ATTEMPT AT A "RETRO-FIT" TO JUSTIFY THE INCLUSION OF R25 & R26

3) MM78 : STRATEGIC POLICY NEO9, FLOOD RISK

- THERE NEEDS TO BE MORE SPECIFIC ENGAGEMENT WITH , AND A REPORT FROM , THE ENVIRONMENT AGENCY ,
- ESSEX CC HAS TO (SOME EXTENT) REPORTED ON SURFACE WATER RUN OFF (ALBET NOT UNDERSTOOD THE FULL IMPLICATIONS FOR BLACKMORE)
- BUT ON THE MASSIVELY IMPORTANT SUBJECT OF FLUVIAL FLOODING, AND THE REGULARITY WITH WHICH THE RIVER WID FLOODS BLACKMORE, THERE IS INSUFFICIENT DUE DILIGENCE .
- IN THIS RESPECT THE LDP IS UNSOUND (NOT POSITIVELY PREPARED)
- THE RIVER WID RISES JUST NORTH OF BLACKMORE, AND REGULARLY CAUSES FLOODING ALONG THE CHELMSFORD ROAD (MAIN ROUTE INTO THE VILLAGE) AND ALONG REDROSE LANE (RENDERING THE PROPOSED ACCESS ROAD TO R26 IMPASSABLE)
- THIS MAJOR AREA OF CONCERN OCCURS NORTH OF THE STONDON HALL BROOK TRIBUTARY TO WHICH YOU DO REFER, IN FATHER MORE DETAIL .
- THE SUSTAINABILITY APPRAISAL (2.8.1) SEEMS TO "GLOSS OVER" THE REALITY IN BLACKMORE. THIS FLOODING IS WELL DOCUMENTED, INCLUDING ALBUMS OF PHOTOS, SOME OF WHICH ARE ATTACHED .
- WE ALSO CONTEST THE ROBUSTNESS OF, AND CONCLUSIONS FROM, THE DISCUSSIONS AT THE LOCAL PLAN HEARING, REFERRED TO IN THE SUSTAINABILITY APPRAISAL (HEARING ON 12.2.21)
- SO, JUST TO UNDERLINE, THE FLOODING ISSUES IN BLACKMORE (SURFACE WATER AND FLUVIAL) ARE REAL AND SERIOUS .
- THE IMPACT OF FUTURE CLIMATE CHANGE IS ANOTHER GOOD REASON TO PROPERLY ENGAGE WITH THE ENVIRONMENT

AGENCY BEFORE THIS PLAN IS ADOPTED, AND BEFORE MOVING ON TO THE NEXT PLAN, IN THE "IMMEDIATE FUTURE". GET IT RIGHT, NOW

4) MM81 - GREENBELT

- THE "EXCEPTIONAL CIRCUMSTANCES" TEST. THIS HAS NOT BEEN ADEQUATELY DEMONSTRATED, FOR EXAMPLE: IN PARAGRAPH 8.81 "GOOD CONNECTIVITY" IS QUOTED. AGAIN, BLACKMORE IS REMOTE. NO MAIN ROADS, MAINLY NARROW LANES, INADEQUATE BUS SERVICE, AND A LONG DISTANCE FROM THE BOROUGH'S MAIN CENTRES AND RAILWAY STATIONS.
- HAD THERE BEEN A ROBUST, STRATEGIC APPROACH TO THE GREEN BELT (IE AS OPPOSED TO THE SO CALLED "CALL FOR LAND", AND THEN ACQUIESCENCE TO PRESSURE FROM DEVELOPERS VERY LATE IN THE PROCESS - REG 18) THEN YOU WOULD BE MAKING BETTER DECISIONS, IN LINE WITH YOUR OWN STRATEGIC OBJECTIVES.
- THERE ARE CLEARLY OTHER, MUCH LARGER, SETTLEMENTS SURROUNDED BY GREEN BELT, WITH BETTER CONNECTIVITY AND SERVICES. DODDINGTHURST FOR EXAMPLE - NO HOUSING ALLOCATED.
- AS PROPOSED BY BVHA ON MULTIPLE OCCASIONS, THERE OUGHT TO BE A COHERENT STRATEGY COVERING ALL THE VILLAGES IN THE NORTH OF THE BOROUGH, AS OPPOSED TO THE RANDOM APPROACH ADOPTED IN THIS PLAN.

5) MM107 & 108 (POLICES R25 & R26)

- DELETION OF (b), THE "MINIMUM 25% RESERVED FOR LOCALS ETC" CLAUSE, IS PRETTY OBVIOUS.
- HOWEVER, WHAT DID NOT COME TO LIGHT IN THE HEARINGS IS WHY THIS CLAUSE WAS THERE IN THE FIRST PLACE, AS IT CERTAINLY DID NOT COME FROM "VILLAGE DEMAND" - IN FACT IT WAS DEEMED RIDICULOUS BY BVHA WHEN PROMOTED, AND VOTED ON, AT THE ECM IN NOVEMBER 2018.
- NO, IT WAS INTRODUCED TO STIFLE PROPER DEBATE, AND AS BBC'S OWN BARRISTER PUT IT ON 3.2.21, IT WAS "EMBARRASSING".
- AGAIN, MM1 & MM2 - THE 50'S HAVE BEEN IGNORED

- THE ABOVE IS THE TRUE CONTEXT BEHIND THESE SITES (PREVIOUSLY OMISSION SITES) SUDDENLY AND UNEXPECTEDLY BEING "INCLUDED" AT REG 18, AND IT IS SOMETHING THAT NEEDS TO GO ON RECORD. IT HAS NOTHING TO DO WITH "STRATEGIC THINKING" - IN FACT IT IS THE POLAR OPPOSITE OF A PROPER STRATEGY!
- ACCESS TO R25 & R26

↳ REDROSE LANE IS WHOLLY INADEQUATE FOR THIS PURPOSE; NARROW, SINGLE TRACK, NO PAVEMENTS, FREQUENT FLOODING, AND A DANGER TO WILDLIFE AND HUMANS (WALKERS, CYCLISTS, HORSE-RIDERS ETC). IT MIGHT NOT HAVE RECEIVED "PROTECTED LANE STATUS" (SUSTAINABILITY APPRAISAL REFERS), BUT REDROSE LANE IS INADEQUATE FOR EXISTING VEHICLE USAGE (INCLUDING LORRY RESTRICTIONS) AND CERTAINLY SHOULD NOT BE THREATENED WITH AN ADDITIONAL 700 (PLUS?) VEHICLE MOVEMENTS PER DAY

↳ IT IS NOT A DEFENDABLE BOUNDARY - LOOK AT THE NUMBER OF HOUSES ALREADY TO THE NORTH OF REDROSE LANE.
 ↳ R26 AND ORCHARD PIECE: PRESUMABLY THAT WAS ADDED IN BECAUSE THE ABOVE COMMENTS HAVE BEEN TAKEN ON BOARD? BUT, ORCHARD PIECE IS A QUIET EXISTING RESIDENTIAL CUL-DE-SAC. AGAIN, TOTALLY UNFIT FOR PURPOSE AS A NEW ACCESS ROUTE.

- PROPOSED CHANGES TO SITE ALLOCATIONS (50 TO "AROUND 70")

THE SUSTAINABILITY APPRAISAL COMMENTS ON PAGES "COMMUNITY AND WELL BEING" IS A MASSIVE UNDER STATEMENT AND FURTHER EVIDENCE OF THE LACK OF UNDERSTANDING OF OUR COMMUNITY. A 20% INCREASE IN ^{TOTAL} DWELLINGS (ON TOP OF ALL THE OTHER, WELL DOCUMENTED, DEVELOPMENT GOING ON AROUND BLACKMORE, INCLUDING EFDC) IS NOT SUSTAINABLE: (354 + 70 + EFDC HOUSING, PLUS, PLUS IN FACT, IT WILL DESTROY THE SUSTAINABLE COMMUNITY THAT HAS BEEN BUILT OVER MANY DECADES AND IT WILL HAVE A SERIOUS, DETRIMENTAL IMPACT ON LIVES; RESOURCES; INFRASTRUCTURE ETC ETC. MM1 & MM.

RULES SHOULD APPLY

(+)

Question 5: Please set out what change(s) you consider necessary to make the **Main Modification and/or supporting document** sound or legally compliant, having regard to the matters that you identified above.

You will need to say why this change will make the Submission Version of the Local Plan sound or legally compliant. It will be helpful if you are able to put forward your suggested revised wording of any policy or text. Please be as accurate as possible.

IF MM1; MM2 AND ALL THE OTHER MM ISSUES DETAILED ABOVE ARE GOING TO BE BROUGHT TO LIFE, IN A STRATEGIC WAY, THEN THE ONLY CONCLUSION YOU CAN COME TO IS TO TAKE SITES R25 & R26 BACK OUT OF THIS LDP AND TO AT LEAST DEFER A DECISION UNTIL THE "IMMEDIATE PARTIAL REVIEW" / NEXT LDP IS CONSTRUCTED (PROPERLY & STRATEGICALLY), WITHIN THE NEXT, SAY, TWO YEARS. IN SO DOING:

- (1) BBC WILL ACTUALLY BRING ITS "VISION" AND "STRATEGIC OBJECTIVES" TO LIFE;
 - (2) A COHERENT PLAN (EVEN A "NEIGHBOURHOOD PLAN") CAN BE BUILT, STRATEGICALLY, FOR THE VILLAGES (PLURAL) IN THE NORTH OF THE BOROUGH. INCLUDED THEREIN, EG: EXISTING, SUSTAINABLE, VILLAGES (LIKE BLACKMOLE) CAN BE FULLY UNDERSTOOD BEFORE DECISIONS ARE MADE; OTHER SETTLEMENTS, INCLUDING "ZOMBIE" VILLAGES SUCH AS STONDON MASSEY, CAN BE REJUVENATED; THE WHOLE BOROUGH WILL HAVE A STRATEGIC PLAN - THERE IS ONE
- Please continue on a separate sheet if necessary

IN THE MAKING FOR "THE SOUTH" (DUNTON HILLS GARDON VILLAGE - A STRATEGY TO BE APPLAUDED); FOR THE TOWN CENTRE / "MID-BOROUGH", USING AVAILABLE BROWNFIELD ETC; AND WE CAN ALL DO MUCH, MUCH BETTER ONCE STRATEGIC THOUGHT IS GIVEN TO PLANNING A SUSTAINABLE FUTURE FOR ALL VILLAGES IN THE NORTH.

(NB - BVHA IS A PROACTIVE, PROFESSIONAL, AND POSITIVE ORGANISATION, AS YOU WILL NOTE FROM THE LETTER ATTACHED, FROM STONEBOND (FEB 2021))
/ WE ARE TRYING TO HELP - TO GET THE BEST OUTCOME FOR EVERYONE

(3) THE CRITERIA FOR SETTLEMENT HIERARCHY, IN CONJUNCTION WITH POINT (2) ABOVE, CAN BE BUILT AROUND SOUND CRITERIA (IT'S PRETTY HARD TO ARGUE WITH THE O.N.S - WHY TRY.....?). MM5 CAN BE CORRECTED BY AGAIN DEFERRING DECISIONS AROUND "NORTHERN VILLAGES" / GREENBELT ETC, UNTIL ALL THE FACTS ARE PROPERLY ASSESSED. BASICALLY BLACKMORE IS NOT A CATEGORY 3 SETTLEMENT.

(4) REAL FLOOD RISK CAN BE ASSESSED BEFORE THE PLANNING PERMISSION STAGE. THE RIVER WID IS A "CONSTANT", AS ^{IS} ITS PROPENSITY TO FLOOD. GET THE ENVIRONMENT AGENCY TO REVIEW THE HARD EVIDENCE IN FULL DETAIL. NO AMOUNT OF "SUDS", OR OTHER SUPPOSED REMEDIES, WILL STOP THE EXISTING FLOODING TO EXISTING DWELLINGS.

(5) THERE CAN BE A MORE IN-DEPTH / LONGER LASTING REVIEW OF THE GREEN BELT. CLEARLY FURTHER SITES ARE GOING TO HAVE TO BE ADDED AND/OR "OMISSION SITES" REVISITED, AS PART OF THE IMPENDING "IMMEDIATE PARTIAL REVIEW". FURTHERMORE, THERE NEEDS TO BE A PROPER "HENSIN GREENS ASSESSMENT" OF ALL OF THE

(9)

VILLAGES AS PART OF ANY "STRATEGIC PLAN" FOR THE NORTH (PART 2). WHY IS THE CURRENT PLAN TO ALLOCATE: 70 TO BLAUNMORE (WITH NO "HOUSING NEED" FOR THE TYPE OF PROPERTY LIKELY TO BE CONSTRUCTED; NIL FOR ~~DEAD~~ DIGHTHURST (A "PROPER" CATEGORY 3 SETTLEMENT); NIL FOR STODDEN MASSEY (A "ZOMBIE VILLAGE" CRYING OUT FOR INVESTMENT, IN LINE WITH BBC'S STRATEGIC OBJECTIVES) ETC.

IN SUMMARY, THE VAST MAJORITY OF THE LDP "WORKS" AND IS ALIGNED WITH THE VISION AND STRATEGIC OBJECTIVES. BUT THE "SMALL (INSIGNIFICANT TO SOME?) PART IN THE NORTH, CANNOT BE CLASSED AS STRATEGIC, OR EVEN JUSTIFIED OR SENSIBLE.

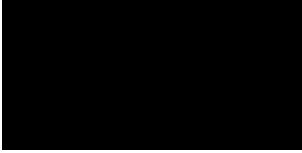
FURTHERMORE, THERE NEEDS TO BE PROPER ACKNOWLEDGEMENT OF WHAT BLAUNMORE HAS ALREADY CONTRIBUTED TO BRENTWOOD'S OVERALL HOUSING DEMAND (GOVERNMENT FIGURES). REDROSE FARM (12 UNITS) IS TREATED BY BBC AS "WINDFALL" WHEREAS THE REALITY IS THAT BVHA STRATEGIC THINKING HELPED BRING THIS TO LIFE (12 UNITS). THIS IS WHAT A "LOCAL PLAN" SHOULD ALL BE ABOUT, AND THE AUTHOR OF THIS REPRESENTATION REMAINS READY TO HELP, FREE OF CHARGE, ONCE "COMMON SENSE" PREVAILS.

THANK YOU



STONEBOND
PROPERTIES
- EST 1975 -

Bill Ratcliffe
Chairman of Blackmore Village Heritage Association



February 2021

Dear Mr Ratcliffe,

I hope you and your family are keeping well given the current circumstances. Following our previous correspondence and work together on our development in Blackmore I wanted to write to you to provide a special thanks to yourself and the whole Blackmore Village Heritage Association.

First of all, we would like to thank you all for your continued support during and after our development planning challenges. We greatly value our working relationship with you and appreciate how your work is key to our current and future success. We would also like to directly thank you for your participation in the support to our development which has greatly assisted us not only in improving our own internal processes but future interactions with local communities.

After an introduction from a former colleague back in the summer of 2018, we quickly understood the content and passion of the BVHA's village plan, in particular the residents' desire for smaller units, to suit either first-time buyers or elderly folk – combining this with a fitting vernacular to the surrounding village of Blackmore.

Following our discussions, we held a public consultation on the 23rd of July 2019 in Blackmore's Village Hall, outlining our key philosophy's. We produced A1 sized boards to display the proposal and made a 25-minute presentation to Blackmore residents and 3 members: Tom Bennett (Chairman), Helen Cannon and Terry Lockhart

The early correspondence with yourself and BVHA was crucial to Stonebond achieving planning consent and played a large part of our creating our vision for this site. During our discussions we proactively changed our plans to suit, providing both smaller units and supply of two bungalows.

This leads me on to acknowledging BVHA's competence in understanding Brentwood Borough Council's (BBC) emerging local plan and seeing the potential in brownfield sites which had not been previously identified.

BVHA's logical thought process to visualizing the advantage of brownfield redevelopment, within the greenbelt, and proactively approaching Stonebond shows an extremely good example of how local communities and house builders can work together.



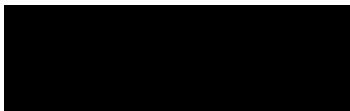
STONEBOND
PROPERTIES

-EST. 1975-

We believe that the success of our development has not only been our sympathetic design to unite with the heritage and history of this special village but the local input to create the right homes for a community.

From start to finish, BVHA's professional attitude and logical views towards new development was second to none. From everyone at Stonebond Properties and the future residents of our development at Redrose Farm we would like to thank you again for your assistance, approach, and support throughout the planning process and beyond.

Kind regards,



Edd Cherry
Business Development Manager



Redrose Lane / the River Wid

14.1.2021

Flooding in Blackmore Village:

Blackmore has always been prone to flooding. It's thought the derivation of its name comes from Black 'Mere' (or swamp) and the village lies in a pronounced depression in the topography where various streams, ditches and springs form the source of the River Wid.

The first mention of Blackmore was 'La Blakemore', in 1213, which Reaney (1935) translates as 'black swamp' referring to the low-lying site 'amidst many springs'. (Source: Blackmore Conservation Area Appraisal and Management Plan. Brentwood BC & Essex CC 2008)

All foul drainage from the village and its surroundings has to be pumped to the treatment works at Doddinghurst and this pumping was temporarily overcome in the flooding of June 2016.

Although some villagers remember flooding of some decades ago, which caused boats to be deployed in the village centre, the problem continues unabated and the following photographs are more recent examples.

Our experiences seem to bear out current thinking on 'Climate Change' which many experts in the field maintain is causing an increase in the frequency of flooding generally, and in those areas prone to it in particular.

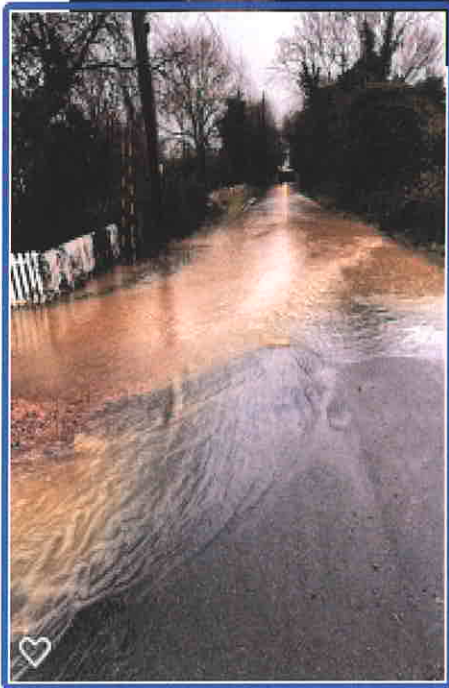
1. Red Rose Lane by site R26 - February 2020



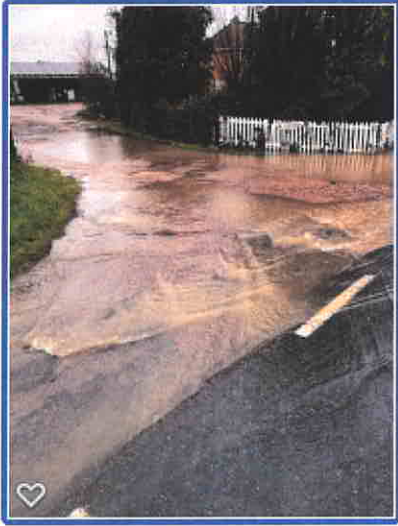
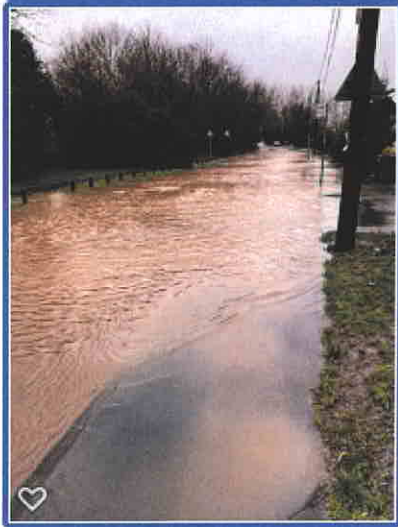
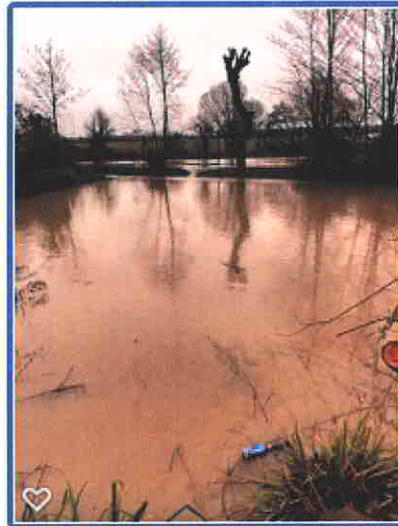
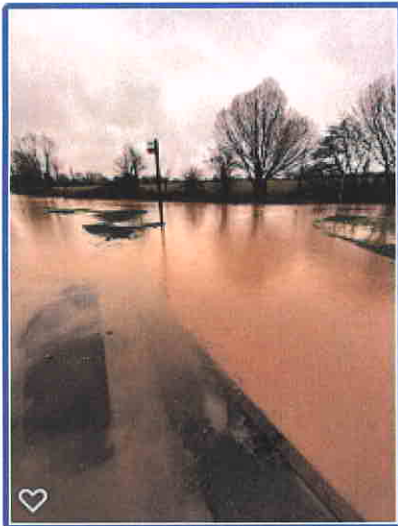


2.





Blackmore Village Centre and outskirts December 20th 2019



This photo is of Red Rose Lane
opposite site R26

3. Flooding on site R25 – December 2019 (the water took a while to subside). *We understand a further occurrence in 2020 led to the flooding of a resident’s garden and garage on Woollard Way*







4. Eastern end of Red Rose Lane (adjacent to site R25) December 2019







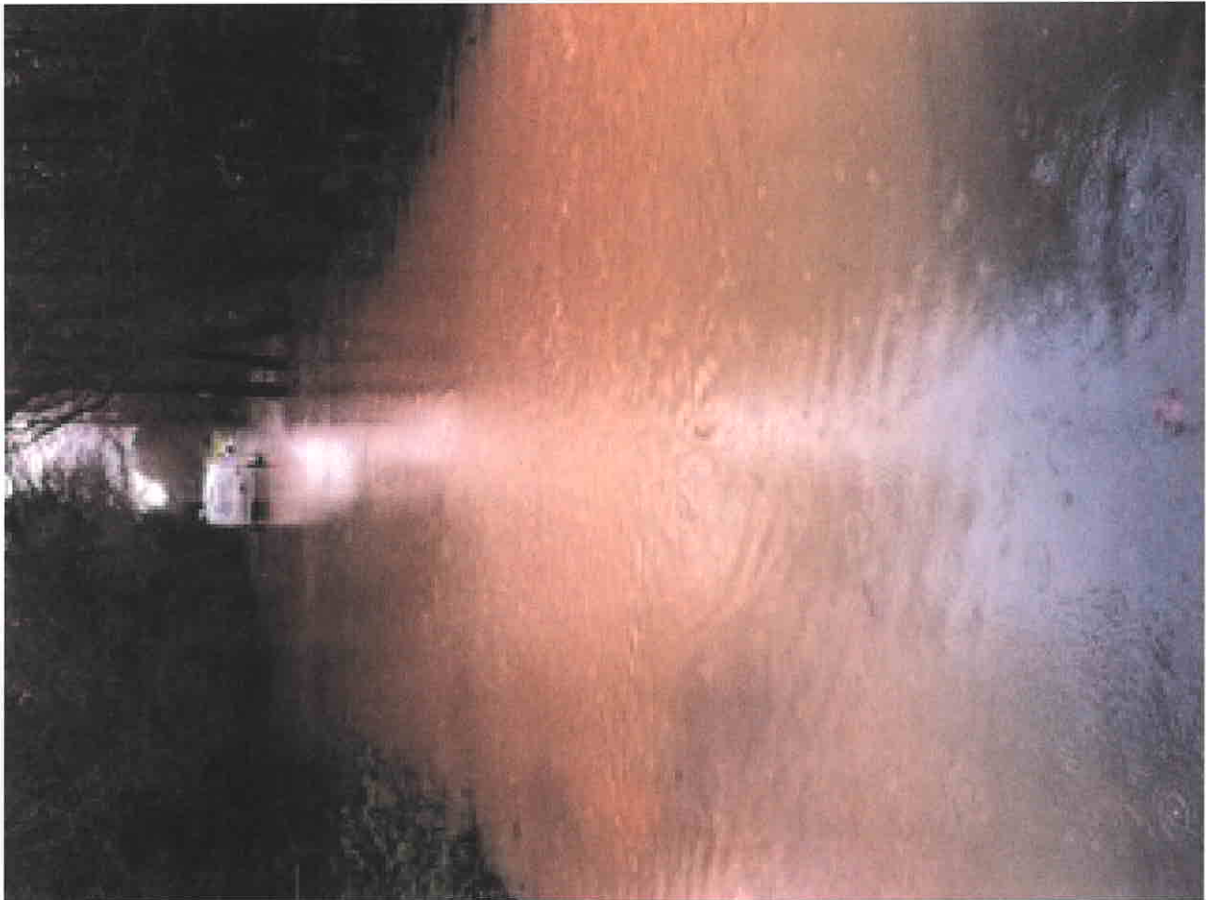


5. Blackmore Road, Blackmore Village June 23rd 2016



APPENDIX – FLOODING [20 December 2019 and 4 December 2020]

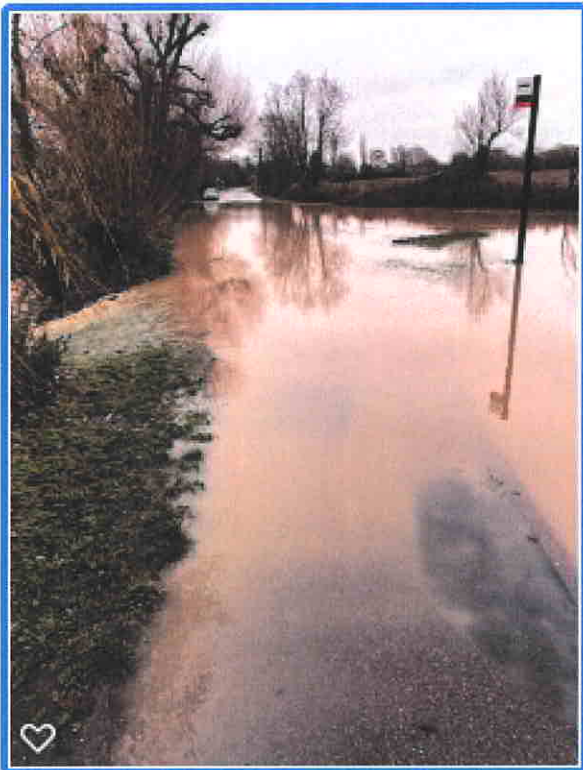
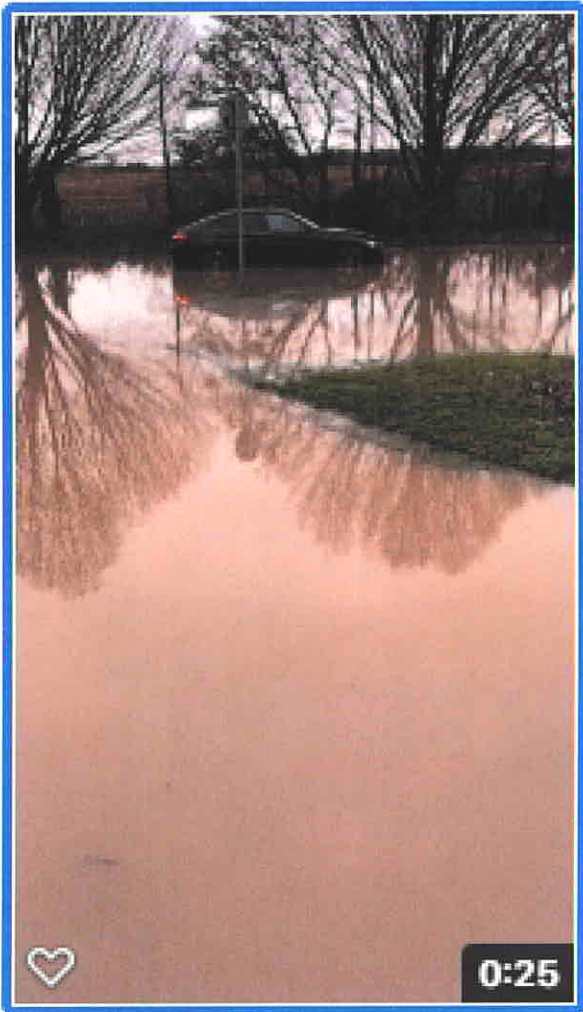
20 DECEMBER 2019

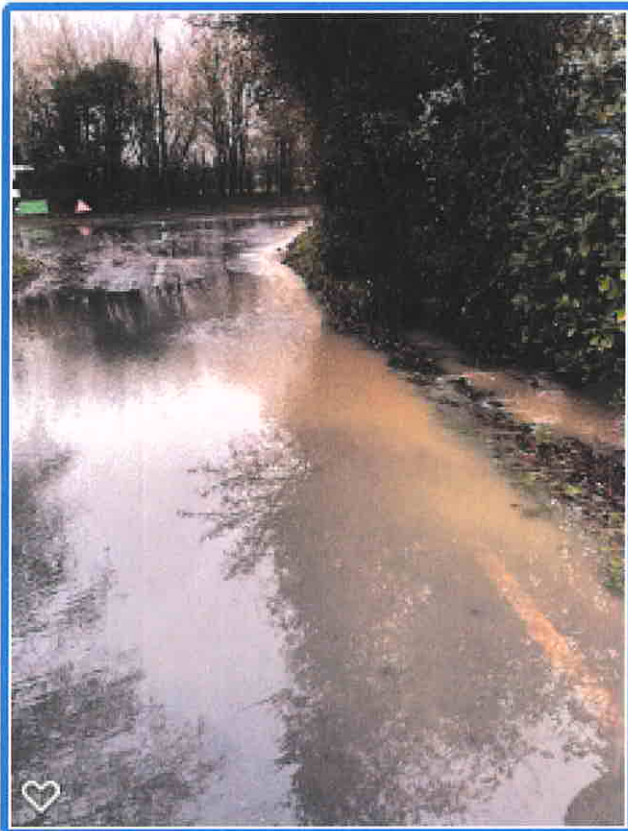


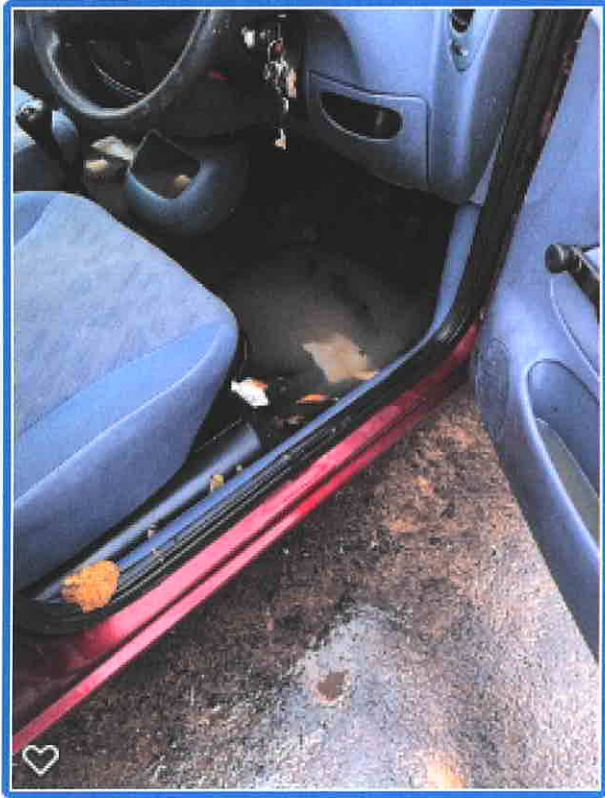


4 DECEMBER 2020









Appendix Three – Agricultural Land Assessment and Flooding/Flood Risk



The Sites' Agricultural Land Classification (ALC008 - Eastern Region): Very Good (blue).



Flood risk map 2018 (source – Essex County Council website – "check if you are at risk of flooding" – with annotations)



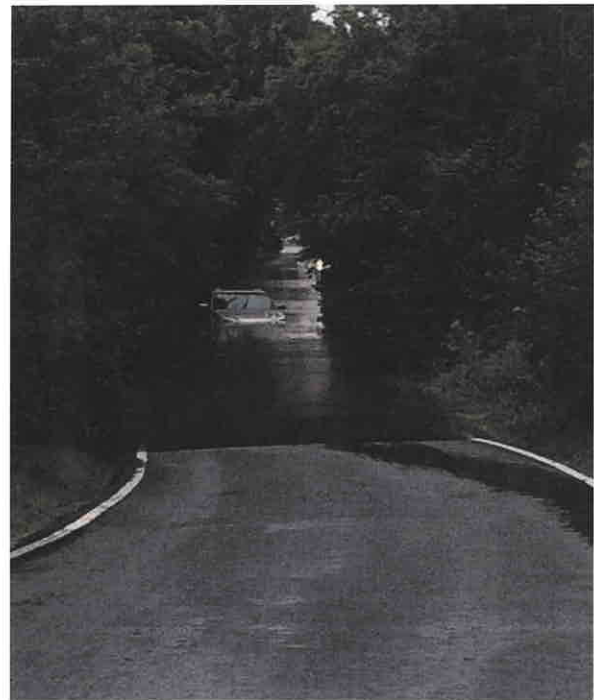
Above: Chelmsford Road flooding- 1987



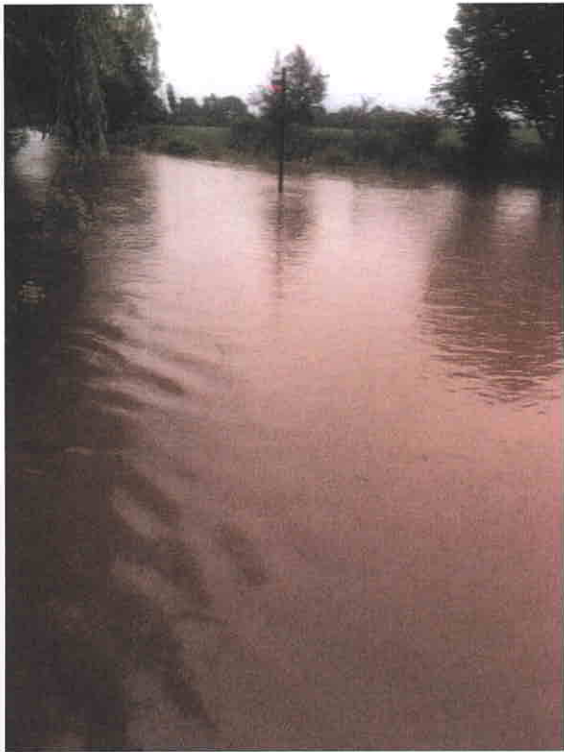
Above: Redrose Lane flooding - 1987



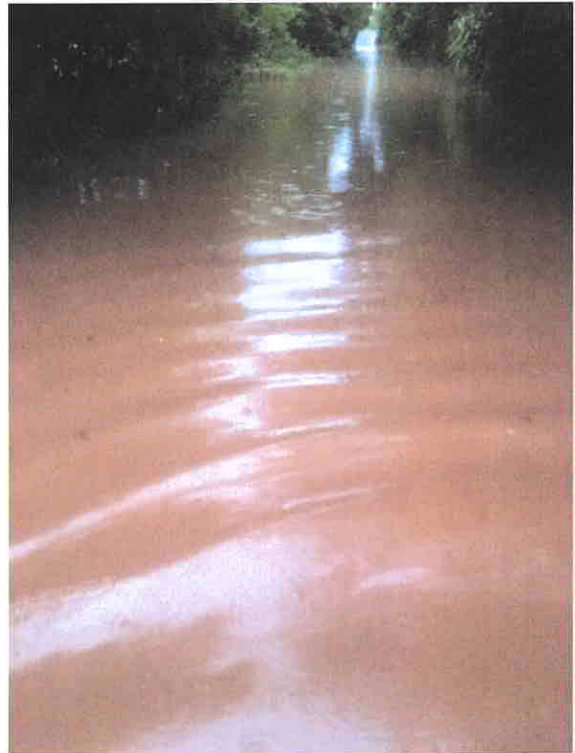
Above: Flooding on The Green - 2016



Above: Flooding on Redrose Lane - 2016 (note depth of water)



*Above: Chelmsford Road flooding -
23 June 2016 (n.b. next to site R26)*



*Above: Redrose Lane flooding -
23 June 2016*



Above: Redrose Lane - March 2018

Extract from Daily Telegraph re 2011 Flooding:

The Telegraph

HOME » NEWS » PICTURE GALLERIES » UK NEWS

Heavy rain causes floods and road closures



A car drives through flood water in [Blackmore](#) village, Essex
Duffin, DA

The Telegraph Like Page 4.4M likes

Previous Image 7 of 12 Next

RELATED ARTICLES

- Big freeze: councils and motorists face pothole epidemic
- Heavy rain and more snow causes flooding, power cuts and flight cancellations

SONICWALL
Protect More.
Fear Less.
Stop more malware

Extract from Express re 2011 Flooding:

A woman is rescued from her car stuck in floodwater in Blackmore, Essex, yesterday

Express - 18 Jan 2011

Fire Service in Redrose Lane east bound to Chelmsford Road. (see picture below)



Extract from Romford Recorder re 2011 flooding:

**Romford
Recorder InBrief**

THIS WEEK'S LOCAL NEWS HIC

UPDATE: More flooding problems in Brentwood borough area

PUBLISHED: 11:35 18 January 2011 | **UPDATED:** 09:59 19 January 2011 | [IAN WEINFASS](#)



A woman being rescued from her car in Burnt House Lane, Ingatestone. Picture by Essex County Fire and Rescue Service.

FLOOD water has been causing more problems for motorists and residents across Ingatestone, Blackmore, Mountnessing and wider afield in Essex.

Essex County Fire and Rescue service had over ninety calls for help from across the county on Monday and Tuesday nights, and have rescued several people, including three men trapped in a minibus, and a 93-year-old woman.

The fire service has warned residents that they can only help in situations when a person's life is at risk.

A spokesman said: "When flooding is caused by rain, as was the case overnight, pumping the water from a person's home or garden does not solve the problem. It simply moves it to the next home or garden or it floods straight back in as it is being pumped.

"In most cases, callers were advised to isolate their electrical supply and to call back immediately if the flooding did begin to affect their electricity."

The 93-year-old woman was rescued from her car in flood water in Maldon Road, Mountnessing, on Tuesday (January 18) and was suffering effects from the cold water.

The minibus was stuck in Buttsbury Wash, Mountnessing Road, Ingatestone last Friday (January 14) with three men inside.

Two women had to be rescued in separate incidents after driving into water on Burnt House Lane, Ingatestone and [Red Rose, Blackmore](#) respectively on Monday (January 17). One said that water had started to flood into her car.

A van and it's driver were also rescued on Tuesday on Stock Lane, Ingatestone.

Assistant Chief Fire Officer Gary Fleming said: "We urge drivers to take caution when driving into flooded areas of road. The water can be deceptively deep and cars quickly



Church St. 22nd Aug. 1987



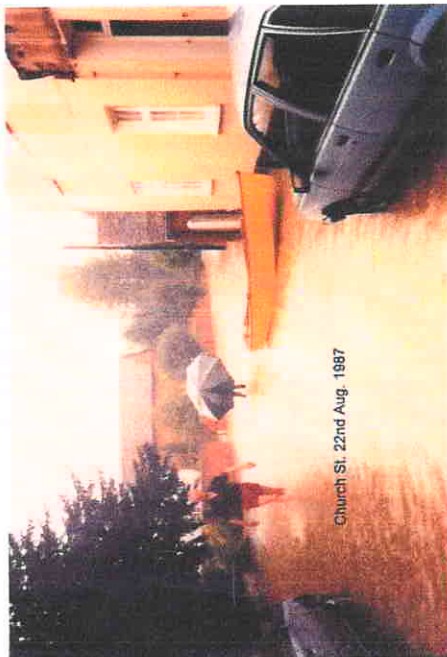
Langdon House, Church St. 22nd Aug. 1987



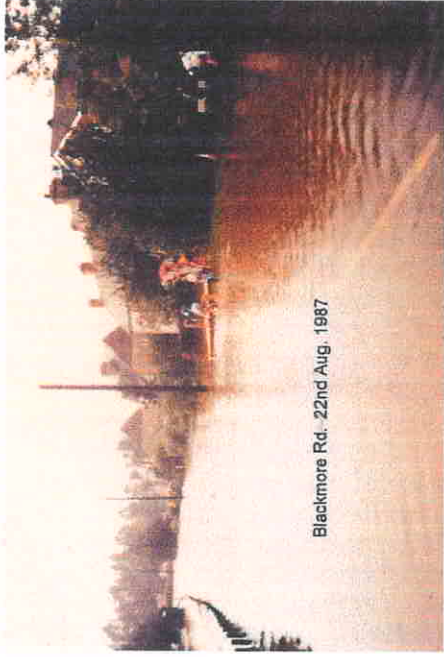
Elkins Cott. 22nd Aug. 1987



Bottom of Church St. 22nd Aug. 1987
Lyth Gate, John Fleetwood's car



Church St. 22nd Aug. 1987



Blackmore Rd. 22nd Aug. 1987



Elkins Cott. 22nd Aug. 1987



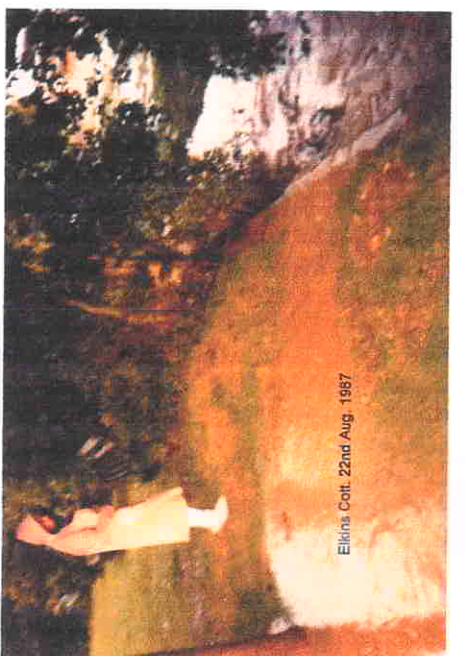
Elkins Cott. 22nd Aug. 1987



The Barge
22nd Aug. 1987



Red Rose Lane
22nd Aug. 1987



Elkins Cott. 22nd Aug. 1987



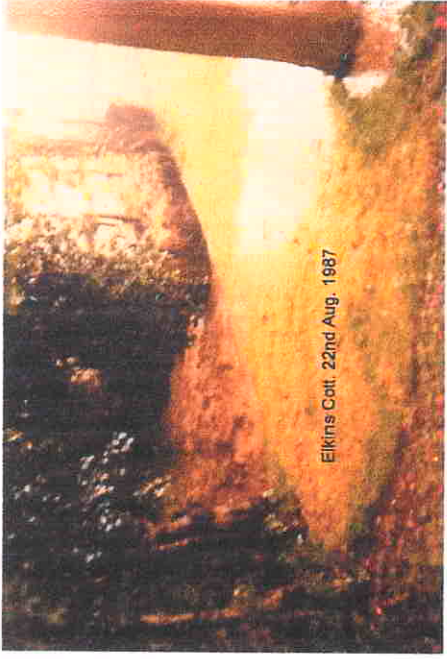
Elkins Cott.
22nd Aug. 1987



Walnutree Cott. 22nd Aug. 1987



Water running off field at back of
Elkins cott.
22nd Aug. 1987



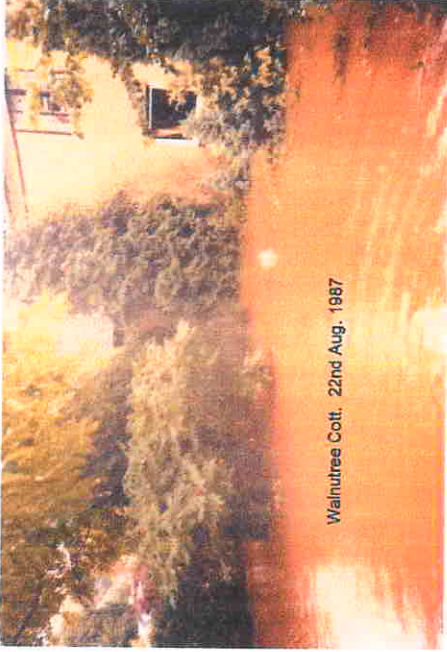
Elkins Cott. 22nd Aug. 1987



Walnutree Cott. 22nd Aug. 1987



Red Rose Lane 22nd Aug. 1987



Walnutree Cott. 22nd Aug. 1987



Elkins Cott. 22nd Aug. 1987



Red Rose Lane 22nd Aug. 1987



Field behind Elkins Cott. 22nd Aug. 1987



Blackmore Rd. 22nd Aug. 1987



Chewinsford Rd. 22nd Aug. 1987

Hype Cottage Kithmon.

