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Taken in October 2008, a Google Earth image clearly shows the build up, over many years, of gravel, silt and the wooded 'island' which **appears contradictory to a news release from the Environment Agency.**

The gravel and wooded 'island' situated along the River Derwent from Millers Bridge to either side of GOTE BRIDGE compromising the 1936/37 Gote Bridge Flood relief arches and Flood relief Channel.

Approximately 350 metres in length, work to remove this long established obstruction was started on February 22nd. 2010 by the Environment Agency. Excluding trees of up to twenty years growth, the gravel removed is calculated as being between 8,000 and 10,000 cubic metres in quantity.

Further earlier reference to the gravel and wooded islands is made by accessing the Google Earth image of December 2003.

For the attention of the Prime Minister

THE TRUTH...

HISTORY HAS THE TRUTH

The sole purpose of this presentation is to show through written record and images taken before and after the Great Flood of November 2009 that an appropriate management of our Rivers is required to minimize the risk of future flooding whether caused naturally or as a consequence of human error.

Both the County of Cumbria and the Town of Cockermouth's problems are UNIQUE.

Because of the town's location, Cockermouth is vulnerable to flooding and has a long history of river management. There have been various schemes to improve river flow: such as the necessary removal of obstructions left behind by previous industry requiring water power to drive the Mills that were once a common sight, not only on the Rivers Derwent and Cocker, but also along Tom Rudd and Bitter Beck. The River Cocker is one of the fastest rising rivers in England and with the stronger Derwent slowing up the Cocker at its outflow, suspended material like the silt and gravel that continually flow down from the Fells, soon builds to form the gravel shoals or "cliffs" that obstruct the free flow of floodwater during spells of prolonged rainfall. These spells of prolonged rainfall are the nature of things in Cumbria...

Over the next few weeks a personal survey is being carried out and it is hoped that the results will convince our Prime Minister that the "Gem Town" of Cockermouth is entitled to a strategy of River Management, rather than a strategy of risk, that must include the regular cleansing of our rivers and becks. An Industry to PRE-EMPT FLOOD can be then be created using in part the knowledge and expertise of our Farming Community along with the Environment Agency in a supervisory capacity as Main agents and Paymaster. This can only complement any of the future Flood defence schemes now subject to discussion, agreement, planning and funding.

The past forty years have shown that successive Governments have all failed in recognizing the need for the appropriate funding of the Environment Agency to function correctly; All Party approval is attainable.

Bridge End House, Gote Road, Cockermouth

September 11th 2011

otherwise of such claim be left in the hands of the Chairman and the Clerk, with power to take such action as they consider advisable.

WATERWAY—RIVER DERWENT, COCKERMOUTH.

159 The Clerk submitted letter from the Clerk to the Derwent Catchment Board, with Report of the Engineer to that Board, suggesting that the Derwent or Goat Bridge at Cockermouth is a contributory cause of the periodical flooding and consequent damage to land, public roads, and property, and asking this Committee to give the matter serious consideration with a view to either carrying out the necessary work of providing a flood relief arch, or opening, or giving the Board financial assistance towards the cost of the work, together with the cleansing of the accumulation of gravel near the Bridge.

Extract from 1933 Cumbria County Council minutes, recording the findings of the engineer employed by the predecessors of the Environment Agency (River Derwent Catchment Board, suggesting that the Gote Bridge was a contributory cause of periodic flooding to Cockermouth...

“ The findings of the report recommend that serious consideration be given to the provision of flood relief arch(es) or opening... together with the cleansing of the accumulation of gravel near the bridge.