

**APPENDIX 2
W & B Canal CAAMP Consultation Comments**

Reference No	Name	Page No.	Para. No.	Response	Officer response	Action proposed
1	CRT	Part 1 Pg 11	4.2 2 nd para	The canal is narrow as far as Diglis Basin but the first two locks are broad to enable barges to enter the basin from the River Severn for transhipment of cargo.	Noted	Add the following to the second paragraph, 'although the first two locks at the Worcester end are broad to enable barges to enter the basin from the River Severn to allow the transhipment of cargo.'
2			4.31 2 nd Para	the original materials were relatively soft red brick and stone, the blue bricks were introduced from 1840s onwards. The technology for firing these harder bricks didn't exist at the time of construction.	Noted	Amend the text to, 'Originally soft red bricks and stone were used. Blue bricks were introduced from the 1840s. The technology for firing these harder bricks did not exist at the time of construction.'
3		16	1 st Para	Minor typo, please use CRT instead of C&RT. If this is also used elsewhere please take this comment to seek a correction of all occurrences.	Noted	All references to C&RT will be replaced with CRT
4			4.81	Add a heading and paragraph on the Tardebigge limekilns which are a significant feature and by the general agreement the 'best example left standing in Worcestershire'.	Agree that there should have been a larger reference to the limekilns	Lime Kilns On the north side of the basin there are a row of five "flare" or "draw" kilns, the first three dating from 1811 with two added at a later date. Fuelled with coal brought along the canal to the wharf, they burnt limestone probably for mortar and agricultural fertiliser, from Dunhampstead and Himbleton. They are possibly the best examples standing in Worcestershire.

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5		34	2 nd Para	The cantilver bridge at Lock 33 is a lock tail end bridge with special significance. It was designed to allow the towing line to pass through the gap when the horse pulled a boat out of the lock without having to unhitch.	Noted	The following to be added to the second paragraph It is a lock tail end bridge with special significance, having been designed to allow the towing line to pass through the gap when the horse pulled a boat out of the lock without having to unhitch.
6		44	1 st Para	The negative impact of the Barratts housing development will be increased if the vacant plot immediately to the south of this gains a similar style of housing. This site formerly held a house with some distinctive features until it was demolished under debatable circumstances.	Comments are noted. The impact on the W&B Canal CA was considered when a full planning application was made in respect of this site	
7		44		Suggestion- can you add picture of the entrance to Corbett's salt works arm with the towpath bridge over the top. This is best viewed from a boat or from the car park of the engineering works on the offside. It's the only example left on the canal and a significant feature. The cobbles picture is a good record but these have been removed now so perhaps not so important to show it?	Noted . We will try and find a photo to illustrate this. It is highly regrettable that the setts were removed without consultation, and due to their importance it is considered that a photograph of them is worth including.	

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8		Part 2	4.6.2	Promoting the canal for leisure use has resulted in the requirement for safety related and easier access alterations, eg. addition of hand rails to the lock bottom gates, new lock ladders, 'improved' surfacing, warning white lines, additional signage etc. These need to be carefully balanced to mitigate their impact on the special character of the structures and the conservation area. Poor siting and unsympathetic design has the potential to damage the setting.	Noted . It is important that when such alterations are required careful consideration is given to their impact on the historic environment. The views of the CRT are an important part of this process.	Add Issue It is noted however that increased access may require safety related and easier access alterations to be made to the network. Proposed Action Work with CRT to ensure that any alterations are sympathetic to the historic environment.
9			4.5	The Trust strongly support the creation of a Local Heritage List.	Noted and welcomed.	
10		Maps	Map 1A & 1B	add colour coded location of Tardebigge limekilns	Noted	Location of lime kilns indicated on the relevant maps
11			Maps 2-3	the shading of the CA seems to have missed covering some of the lock offside features such as the byweirs	This has been investigated and there would appear to be some inaccuracies in the mapping when compared to the original designation map.	The maps have been updated with reference to the original designation map

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12			Maps 6-7	add location of the towpath bridge over the tunnel to the Corbett salt works, Bridge 42c	This can be added	Indicated on Maps 6A AND B
13	The Worcester Birmingham & Droitwich Canals Society			The Society believes that the special interest of a Conservation Area can be demonstrated by the following test. "Could someone, if arriving blindfolded, be able to identify where they are by reference to the unique or characteristic features of the area?". We consider that this is certainly true of the W&B Canal.	Noted	

Reference No	Name	Page No.	Para. No.	Response	Officer response	Action proposed
14				<p>The character of the canal corridor is not just derived from its built environment but as much from the natural environment. The trees, the hedgerows and ground vegetation which create a habitat corridor are an essential part of the character and this is acknowledged in Section 4.7 and in the following descriptions of the Character Areas. The Conservation Management Proposals should cover the non-use of herbicides, not mowing in the flowering season, not 'flailing' hedges and planting only native species. Whilst these are primarily the responsibility of the various bodies who own and manage the land, they should be set out in this document as best practice.</p>	<p>Noted. This document is concerned with the built heritage and it is beyond the remit and knowledge of the conservation team to comment on maintenance of the natural environment.</p>	
15				<p>We believe that the conservation area should be extended to include the remainder of the canal within Bromsgrove District, between Tardebigge Tunnel and Wast Hill Tunnel. The Society would be able to contribute the preparation of the character appraisal for such an extension.</p>	<p>Noted This would have to form a separate piece of work which might be undertaken in the future.</p>	

Reference No	Name	Page No.	Para. No.	Response	Officer response	Action proposed
16		4	Final para	Add the following 'The design of many of the structures, equipment and buildings are unique to the Worcester & Birmingham Canal.	This is of interest, but it is not clear from the comment in what way the structures and equipment were unique and therefore how this might contribute to the special interest	
17		6	Penultimate para	<p>Tardebigge was not the location of the Inaugural Meeting of the IWA but where Rolt and Aickman decided that such an association should be established to save the waterways. Charles Hadfield was not present.</p> <p>The following wording is suggested:-</p> <p>The Inland Waterways Association was founded following an informal discussion in 1945 between LTC Rolt (author of Narrowboat) and Robert Aickman held on board Cressy, Rolt's narrowboat while it was birthed at Tardebigge.</p> <p><i>Caption - Memorial of the Inaugural meeting at Tardebigge which led to the founding of the IWA.</i></p>	Noted	<p>Reword penultimate paragraph The Inland Waterways Association was founded following an informal discussion in 1945 between LTC Rolt (author of Narrowboat) and Robert Aickman held on board Cressy, Rolt's narrowboat while it was birthed at Tardebigge Reword Caption Memorial of the meeting at Tardebigge which led to the founding of the IWA</p>

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18		7		We suggest that the map also show the routes of the Dudley No. 2 (Lapal) Canal, the Stratford Canal and the Droitwich Canals.	The purpose of the map is indicate the location and extent of the W&B Canal	
19		11	4 th para	<p>We believe that the tunnels at West Hill and Tardebigge were always unavoidable and that John Snape's report of 1792 related to changes north of West Hill.</p> <p>As a result of the success of this early stretch of the Canal, the Committee decided to continue southwards. The original plan designed by the Engineer John Snape had been to avoid tunnelling at Tardebigge, by turning westwards and going around the higher ground. Snape's successor, Thomas Cartwright, decided instead to tunnel through to Tardebigge. The way south from 'Old Wharf' required a tunnel through the ridge of high ground which extends from the Clent and Lickey hills through Finstall, Tardebigge, Webheath and southwards.</p>	<p>Noted</p> <p>In 1792 John Snape amended his earlier plan of 1789 and reduced the route by around two miles. The reduction in length was to be achieved by tunnelling rather than following the contours of the land in places including at Tardebigge</p>	Amend the text accordingly In 1792 John Snape had amended his earlier plan of 1789, and reduced the route by around two miles. The reduction in length was to be achieved by tunnelling rather than following the contours of the land in places including at Tardebigge

Reference No	Name	Page No.	Para. No.	Response	Officer response	Action proposed
20		12	1 st para	<p>..... A way of avoiding this was to construct a series of boat lifts which would require considerably less water., however there were concerns regarding safety and reliability. It was then confirmed that not as much water was required for locks as initially thought an ample supply of water would be available from the Birmingham level, and it was decided to pursue the construction of locks instead.</p>	<p>Having rechecked this, with reference to Alan White's book, it would appear that it was decided that plans for three supply reservoirs, with possibly four more were viable as there was plenty of surplus floodwater available on the River Rea</p>	<p>Amend text deleting, 'It was then confirmed that not as much water was required for locks as initially thought, and it was decided to pursue the construction of locks,' with ' It decided to use locks instead of a lift as plans for three supply reservoirs, with possibly four more were viable as there was plenty of surplus floodwater available on the River Rea, at summit level.</p>

Reference No	Name	Page No.	Para. No.	Response	Officer response	Action proposed
21		13	Para 3	<p>LTC Rolt's book 'Narrowboat', published in 1944 generated a huge amount of interest in the country's neglected canal network. Interestingly this book, which was based on a canal journey around the canals of the Midlands, but not the W&B, on the eve of the Second World War, indicates that even at this time the canals were still being used for commercial traffic, as they were throughout the war. This book prompted Robert Aickman in 1945, to visit Rolt on his boat Cressy then moored at Tardebigge New Wharf. Rolt and Aickman then went on together with Charles Hadfield to establish With Charles Hadfield and Robert Aickman, Rolt formed the Inland Waterways Association in (IWA) in 1946. The inaugural meeting was held at Tardebigge, where Rolt's boat Cressy had been moored during the war. The IWA fought for the preservation of and investment in Britain's Waterways system, and still does.</p> <p>.....</p>	Noted	<p>Reword Paragraph 3 This book prompted Robert Aickman in 1945, to visit Rolt on his boat Cressy then moored at Tardebigge New Wharf. Rolt and Aickman then went on together with Charles Hadfield to establish the Inland Waterways Association (IWA) in 1946.</p>

Reference No	Name	Page No.	Para. No.	Response	Officer response	Action proposed
22		14	Para 4.3.2	<p>The W&B Canal boasts one of the deepest narrow locks on the canal system in the country. Top Lock, or Lock 58 provides a 12 foot change of level, and replaced a working boat lift. This lock was originally operated with a side pound into which water from the top half was diverted before refilling the bottom half, thus saving half a lock of water. The disused side pond forms the garden to the Top Lock Cottage. The side ponds on the Droitwich Junction Canal at Hanbury are still in use. In addition</p> <p>at the end of this paragraph add</p> <p>Apart from the deep top lock all the other 57 locks on the canal provide a 6 foot change in level.</p>	Noted	<p>Add</p> <p>This lock was originally operated with a side pound into which water from the top half was diverted before refilling the bottom half, thus saving half a lock of water. The disused side pond forms the garden to the Top Lock Cottage.</p> <p>Apart from the deep top lock all the other 57 locks on the canal provide a 6 foot change in level</p>

Reference No	Name	Page No.	Para. No.	Response	Officer response	Action proposed
23		15	1	<p>All the locks are narrow round locks, accommodating a single boat, 7 feet in width and 70 feet in length. They consist of a rectangular chamber of brick, originally finished with flat stone copings, although now there is a mixture of stone, concrete and brick. Heavy wooden gates, single at the head and a mitred pair at the tail, are balanced by wooden beams, which act as levers, are anchored by a collar and turning on a cast iron pin, the whole thing held in place by the water pressure. They are hand worked by paddle gear mounted on a stand in the ground nearby. The locks on this stretch of the W&B are described as narrow locks as each lock has a pair of gates at its tail and a single gate at its head.</p>	Noted	<p>Reword the paragraph as follows; All the locks are narrow locks, accommodating a single boat, 7 feet in width and 70 feet in length. They consist of a rectangular chamber of brick, originally finished with flat stone copings, although now there is a mixture of stone, concrete and brick. Heavy wooden gates, single at the head and a mitred pair at the tail, are balanced by wooden beams, which act as levers, are anchored by a collar and turning on a cast iron pin, the whole thing held in place by the water pressure. They are handworked by paddle gear mounted on a stand in the ground nearby-</p>

Reference No	Name	Page No.	Para. No.	Response	Officer response	Action proposed
		15	2	<p>The paddle gear consists of a handworked mechanism which allows water into and out of a lock via a sluice or culvert cut into the chamber walls. The filling and emptying of the lock chamber is controlled by paddles. Originally the W&B locks had ground paddles at both the head and tail. In the-1880s the ground paddles at the tail were replaced-with gate paddles with the Typically, a lock has ground paddles at its head gate and gate paddles on its tail gates. The gearing is mounted on an iron stand on top of the gate. The design of this tail gate paddle gear is unique to the Worcester & Birmingham Canal. Excess water in the pound above a lock is diverted over a weir or bywash into a culvert bypassing the lock. These are usually found on the non-towpath side but at Lock 27 at Whitford Bridge it is located behind the towpath.</p>	Noted	<p>Reword the paragraph as follows;</p> <p>The filling and emptying of the lock chamber is controlled by paddles. Originally the W&B locks had ground paddles at both the head and tail. In the-1880s the ground paddles at the tail were replaced-with gate paddles with the gearing mounted on an iron stand on top of the gate. The design of this tail gate paddle gear is unique to the Worcester & Birmingham Canal. Excess water in the pound above a lock is diverted over a weir or bywash into a culvert bypassing the lock. These are usually found on the non-towpath side but at Lock 27 at Whitford Bridge it is located behind the towpath.</p>
24		22	4	<p>the steam tugs which towed boats through the Tardebigge, and Shortwood and Wast Hill Tunnels. The preserved hull of one of the tunnel tugs is located adjacent to the Warehouse.</p>	Noted	<p>the steam tugs which towed boats through the Tardebigge, Shortwood and Wast Hill Tunnels</p>

Reference No	Name	Page No.	Para. No.	Response	Officer response	Action proposed
25		24		<p>Add</p> <p>Lime Kilns. On the north side of the basin there are a row of five “flare” or “draw” kilns, the first three dating from 1811 with two added at a later date. Fuelled with coal brought along the canal to the wharf, they burnt limestone probably for mortar and agricultural fertiliser, from Dunhampstead and Himbleton. These kilns are believed to be the only lime kilns within the County that are accessible to the public. A project to conserve the kilns is underway, led by the Worcester, Birmingham & Droitwich Canals Society.</p>	Noted	<p>Lime Kilns. On the north side of the basin there are a row of five “flare” or “draw” kilns, the first three dating from 1811 with two added at a later date. Fuelled with coal brought along the canal to the wharf, they burnt limestone probably for mortar and agricultural fertiliser, from Dunhampstead and Himbleton.</p>
25			3rd Para	<p>..... being living accommodation. The post office was in use from at least the 1st World War but closed in 1922.</p>	Noted	
26		25		<p>New paragraph suggested</p> <p>Dusthouse Tramway A wharf just below the Top Lock was served by a tramway from Dusthouse Quarry.</p>	Noted, but no evidence of this remains	

Reference No	Name	Page No.	Para. No.	Response	Officer response	Action proposed
27		26	1 st para	Adjacent to Lock 58, on the off side is a memorial commemorating the discussion in 1945 which led to the founding of-the Inland Waterways Association Memorial at Tardebigge in-1946.	Noted	Adjacent to Lock 58, on the off side is a memorial commemorating the discussion in 1945 which led to the founding of-the Inland Waterways Association in-1946.
28		28	After Para 4	There are mooring rings set in the towpath behind the blue brick edging along the whole length between Bridge 54 and Lock 56.	Noted	

Reference No	Name	Page No.	Para. No.	Response	Officer response	Action proposed
29		29	Para 2	<p>The Engine House was constructed around 1823, and the engine itself was supplied by the Horseley Iron Company, to be installed in March 1823, it would have arrived by canal from the Horseley works at Tipton.</p> <p>The engine was dismantled in 1915. Unfortunately none of the machinery remains in the Engine House. A brick culvert, 3 feet in diameter was constructed at about the same time from the Engine House to the summit level beyond top lock.</p> <p>Evidence of this culvert has been seen in the field below Tardebigge Church where collapses have been observed. The building remained unused and derelict until 1961 when British Waterways leased the property to Martin Hone for use as a country club. The restoration and conversion incorporated iron work from the old Birmingham Reference Library and won a European Architectural Award. Martin Hone, a former Porsche works driver also ran the Opposite Lock Club on the W&B canal at Gas Street Basin. From 1990 until 2005 the building was known as 'Tylers Lock on the Water' and in 2013 it was converted to residential use.</p>	Noted The various uses of the building are summarised in the last paragraph on page 28	

Reference No	Name	Page No.	Para. No.	Response	Officer response	Action proposed
30		30	Para 2conservatory to the rear. This cottage was the birthplace of Pat Warner author of 'Lock Keepers's Daughter A Worcestershire Childhood' .	Noted Reference is made to the book in Appendix 6	
31		35	Para 3	The principal landmark in this area is the Queens Head Pub adjacent to the Canal at Bridge 48. The Queen's Head was originally constructed around 1850 as two semi-detached cottages one being used as a shop and pub, with stables below, the other, known as Forge Cottage, was occupied for a number of years by a succession of blacksmiths who worked in a smithy on the canal wharf. George Bate's grandfather, a blacksmith and previously the licensee of the Red Lion at Bradley Green moved to the Queens Head in 1869 and built a wharf and blacksmiths shop alongside. In the 1970s the buildings were converted and extended into pub/restaurant business	Noted John Bate, a blacksmith who had also been a licensee of the Red Lion, in Bradley Green moved to the Queen's Head around 1869. He continued to work as a blacksmith setting up his workshop and forge on the wharf behind the Inn which became known as Bate's Wharf	Add the following text to Paragraph 3, page 35 'John Bate, a blacksmith who had also been a licensee of the Red Lion, in Bradley Green moved to the Queen's Head around 1869. He continued to work as a blacksmith setting up his workshop and forge on the wharf behind the Inn which became known as Bate's Wharf'

Reference No	Name	Page No.	Para. No.	Response	Officer response	Action proposed
32		39		Beyond the bridge the Canal widens out as one approaches Stoke Wharf. There are some permanent moorings on the north side and the Canal continues to feel enclosed at this point with trees along the north bank and along the back of the towpath. This woodland was planted by the Harris Brush Company to supply wood for brush handles to their nearby works. Bridge 44 has largely been rebuilt above the string course, with the addition of a twentieth century pedestrian bridge built against the original, to the east.	Noted	Add the following to the third paragraph This woodland was planted by the Harris Brush Company to supply wood for brush handles to their nearby works.
33		43	After Para 2	Located here is the boat building business 'Crafted Boats' founded by John L Pinder in 1953. It was John Pinder who in 1957 produced his toll receipt for a passage by canoe along the Stratford Canal as evidence that the canal was still navigable.	Noted but not particularly relevant to the W&B Canal CA	

Reference No	Name	Page No.	Para. No.	Response	Officer response	Action proposed
34		50	Before Final para	<p>A number of features of the canal are unique to the W&B, in particular.</p> <p>The buildings and of the Sharpness New Docks Company.</p> <p>The cast concrete bridge and lock numbers.</p> <p>The tail gate lock gear.</p> <p>The lock flight name boards created by WBCS Member Peter J Freakley in 1987.</p> <p>The rough hewn milestones – the Canal Society is re-creating these.</p>	Section 3 summarises the main elements of the character of the Conservation Area. The detail highlighted in these points is referenced in other parts of the document.	
35		55	Para 4	<p>The following wording is suggested:-</p> <p>The Inland Waterways Association was founded following discussions between LTC Rolt (author of Narrowboat) and Robert Aickman held on board Cressy, Rolt's narrowboat while it was birthed at Tardebigge. The IWA played a major role in saving the canal network in this country.</p>	Noted the re wording adopted in point 17 will be added here	The Inland Waterways Association was founded following an informal discussion in 1945 between LTC Rolt (author of Narrowboat) and Robert Aickman held on board Cressy, Rolt's narrowboat while it was birthed at Tardebigge

Reference No	Name	Page No.	Para. No.	Response	Officer response	Action proposed
36		53	Para 4.6.2	Work with the NWEDR Team, and the Canal and Rivers Trust and the Worcester Birmingham & Droitwich Canals Society to further promote the use of the canal as a leisure resource.	We are proposing to work with NWEDR as the Council department which promotes economic development and the CRT as owners. We could add other interested parties rather than be definitive beyond these two bodies.	Add ' and other interested parties'
37		53	Para 4.6.2	The protection of the natural environment should be an issue for the Management Plan.	The Appraisal and management Plan are concerned with the built heritage. The Conservation Team are not qualified to comment on natural environment issues.	
38		58		Suggested additional candidates for the Local Heritage List. Lime Kilns at New Wharf The Queens Head	The list on page 58 is not definitive and all candidates noted would have to be considered against the criteria in the Local Heritage List strategy before they could be formally added to the Local Heritage List	Add these two candidates to the list in Appendix 3, but also note that, All candidates will have to be considered against the criteria in the Local Heritage List Strategy Document (2013) before they can be formally added to the list
39		61	Glossary	Add definition of a Bywash A weir and culvert allowing excess water in a pound to bypass the lock chamber.	Noted	Bywash A weir and culvert allowing excess water in a pound to bypass the lock chamber.

Reference No	Name	Page No.	Para. No.	Response	Officer response	Action proposed
40		62	references	<p>Add Bolton, D., 1990. <i>Race Against Time: How Britain's Waterways Were Saved</i></p> <p>White. A., 1997 <i>A Worcestershire Dynasty: Dixons of Tardebigge: The History of a Family Farming and Business Empire. Brewin Books</i></p>	These books were not referred to when writing the Appraisal, but they would be useful references	Add these titles to the list of references for further information
41		63		The CA boundary should include the narrow strips of land on the offside where the bywashes are located as well as the offside lock landings i.e. the Canal & River Trust ownership boundary.	See response to 11 above`	
42			Map 1A	<p>Include Lime Kilns</p> <p>Show small buildings adjacent to No8 Timber Store and Mill</p> <p>Show site of Tunnel Tug</p>	The historic buildings at the wharf have been indicated. The Tug may be relocated so to avoid confusion its precise location at the wharf has been omitted.	Location of Lime Kilns indicated
43			Map 1B	Query negative impact of Plymcot (opposite Plymouth House)? Neutral maybe?	The property has been poorly maintained and unsympathetically altered. Although it is of historical significance, it is considered to have a negative impact on the Conservation Area. A scheme of improvement works would be welcomed.	

Reference No	Name	Page No.	Para. No.	Response	Officer response	Action proposed
44			Map 1B	Show limekilns as a positive feature		Lime kilns are indicated as a positive feature due to their archaeological and historic interest
45	Neil Franklin		Map 1 B	<p>No mention is made of the Transport Trust Transport Heritage Site denoted by a red plaque at Top Lock. This was the site of an experimental man-powered boat lift unique in the world. Was also the place where a number of men were killed during its use.</p> <p>Not enough is made of the boat lift in the general description of the heroic Canal.</p>	<p>Mention is made of the boat lift on page 12 in the section headed 'Historic Development and Archaeology. The boat lift no longer exists and it was decided to construct locks. This section of the Appraisal is a brief historical overview. References are listed at the end of the document, where more information can be found. The location of the boat lift is indicated by a Transport Trust , Transport Heritage plaque adjacent to Top Lock Cottage</p>	Add the following text to first paragraph on page12,' The location of the boat lift is indicated by a Transport Trust , Transport Heritage plaque adjacent to Top Lock Cottage'
46				The lime kilns are not denoted on the map. They are a major feature of the Tardebigge area and should be denoted as such	See response to point 44 above.	
47	John Richardson			All the houses and buildings in Tardebigge new Wharf and Tug Row should be listed as it might stop the plastic windows, out houses being taken down. The houses sold by the CRT all have covenants to stop plastic windows, outbuildings being demolished etc but CRT does not enforce the covenants, listing would help.	<p>Historic England decides which buildings should be listed, and anybody can make an application for listing.</p> <p>The Local Authority cannot enforce CRT's covenants</p>	

Reference No	Name	Page No.	Para. No.	Response	Officer response	Action proposed
48	Philip Shrieves			The properties shown on map reference 1A , 2 to 11 and 15 should be added to the heritage list in order to keep them in their original form. Two properties in Tug Cottages have already had alterations carried out since being sold by British Waterways with lean to buildings at the rear taken down and extra windows installed.	See response to 47	
				The Superintendents house has a fine sandstone boundary wall which runs along the side of the footpath towards the property known as Plymcot this is now mostly lost to view due to the vegetation growth which maybe causing damage to the sandstone, it would be nice to see the growth removed.	This would be the responsibility of the owner of the wall.	
				Bridge 56 is shown as a listed building on map reference 1A. This site is blighted by the boat owners personal items on both sides of the bridge. In the past CRT have told boat owners they cannot have items alongside their moorings and have given them instructions for these to be removed.	This is a matter for the CRT	