

BURSLEM PORT

*Bringing Boats back to Burslem
and New Life to Middleport*

www.burslemport.org.uk



We aim to

Re-open the Burslem Branch Canal

Create new waterside facilities

Create sustainable leisure activities

Attract tourism

Create employment

We will make a major contribution to the regeneration of Burslem, Middleport & Stoke on Trent for the benefit of local people, the environment and visitors to North Staffordshire.



Project Overview



Burslem

16

12

15

Middleport

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7

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The Grange

5

13

6

4

Etruria Valley

3

2

1

Trent and Mersey Canal

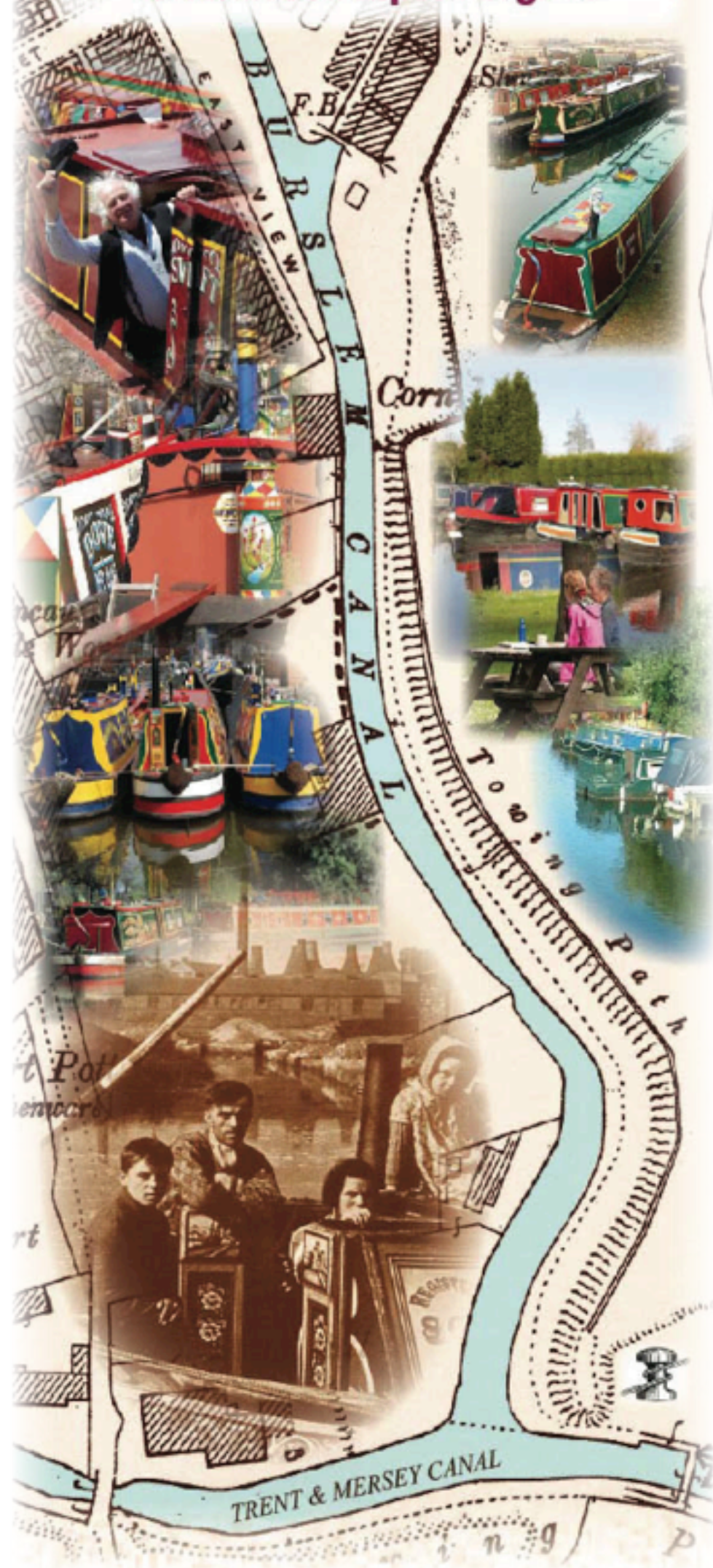
14

Festival Park

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The Trust's Mission is to seek to re-open the Burslem Branch Canal, creating new waterside facilities to deliver sustainable leisure and tourism and thus employment.

Our vision is to make a major difference to the quality of life in Burslem and Middleport through a major regeneration project that will extend from Etruria Valley and the Trent & Mersey Canal to Furlong Mills in lower Burslem.

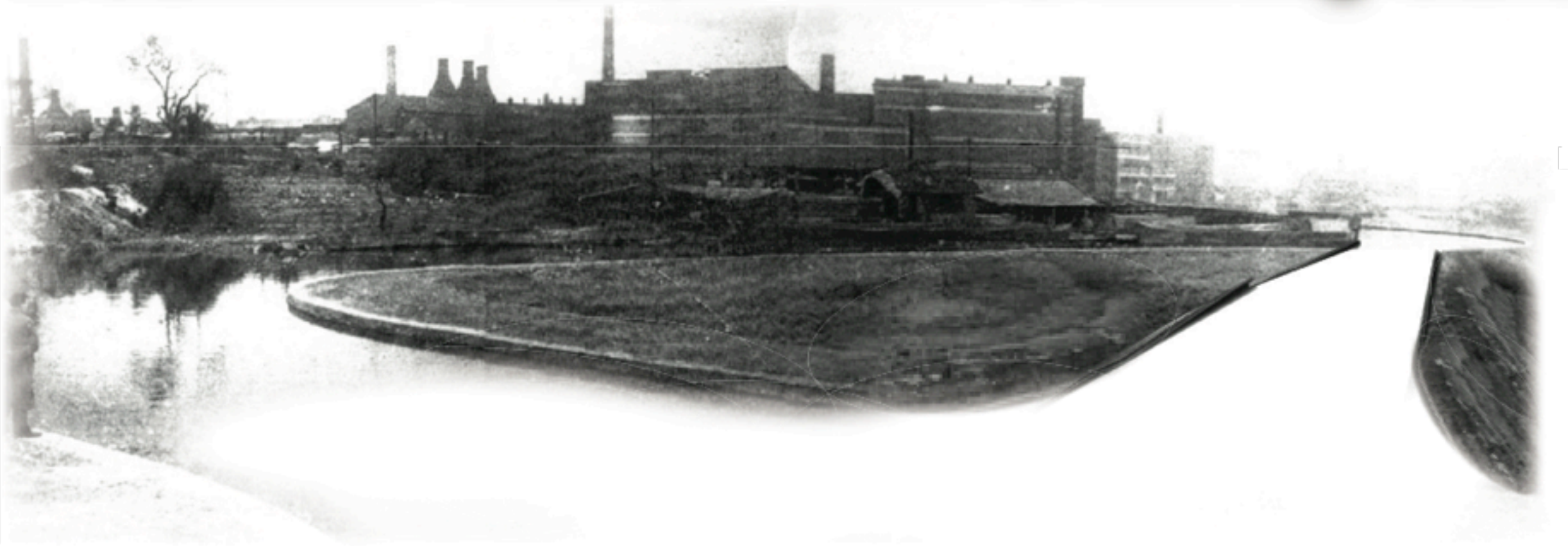
The completed project will deliver the re-opened Branch Canal, a mooring basin in a newly constructed pool, recreation facilities in the historic wharf area and outdoor/sporting activities along the canalside.

The project will provide canalside living for the Slater Street and Morston Assets development area sites. The project area has been broken down into 16 sections, each of which has its own opportunities and challenges.

1. Junction with Trent & Mersey Canal
2. Flint Mill and Newport House site
3. Oliver's Mill Calcining Works
4. Re-aligned section
5. Co-op bakery section
6. Morston Assets development area
7. Wharf section
8. Warehouse and wharf
9. Recreation area
10. East View and Slater Street development areas
11. Terminus
12. Furlong Mills
13. Valley area
14. Links to Festival Park and The Grange
15. Land beside Navigation Road
16. Link to Burslem town centre

The rest of this document considers each section in detail.

1. Junction with the Trent & Mersey Canal



This will be positioned slightly to the east of the original Burslem Branch Canal junction and will be one of the main visual features of the development. It is anticipated that this area will be popular with pedestrian visitors who will enjoy watching boats moving along the main canal and in and out of the branch canal. It will form a welcoming arrival point for boaters.

2. Flint Mill and Newport House Site



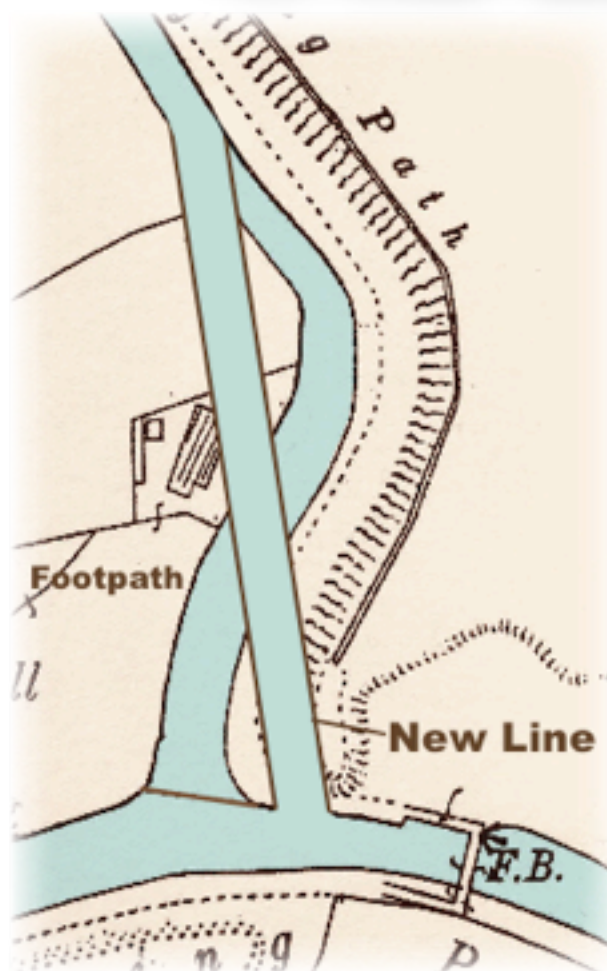
Immediately to the west of the junction lies the former Flint Mill and Newport House site. As the gateway to Burslem Port it is an obvious candidate for a leisure development such as a pub, though it is zoned for residential development in the Middleport Masterplan. Its position on the junction would lend itself to an outdoor seated area similar to the popular area fronting the canal and marina at Festival Park, a mile and a half to the South.

3. Oliver's Mill Calcining Works



Immediately opposite where Newport House stood, to the West of Newport Lane, is the Grade II listed former calcining works - Oliver's Mill. It includes three pottery ovens listed Grade II, recently restored under the Townscape Heritage Initiative. Development here would further enhance the area.

4. Re-aligned section



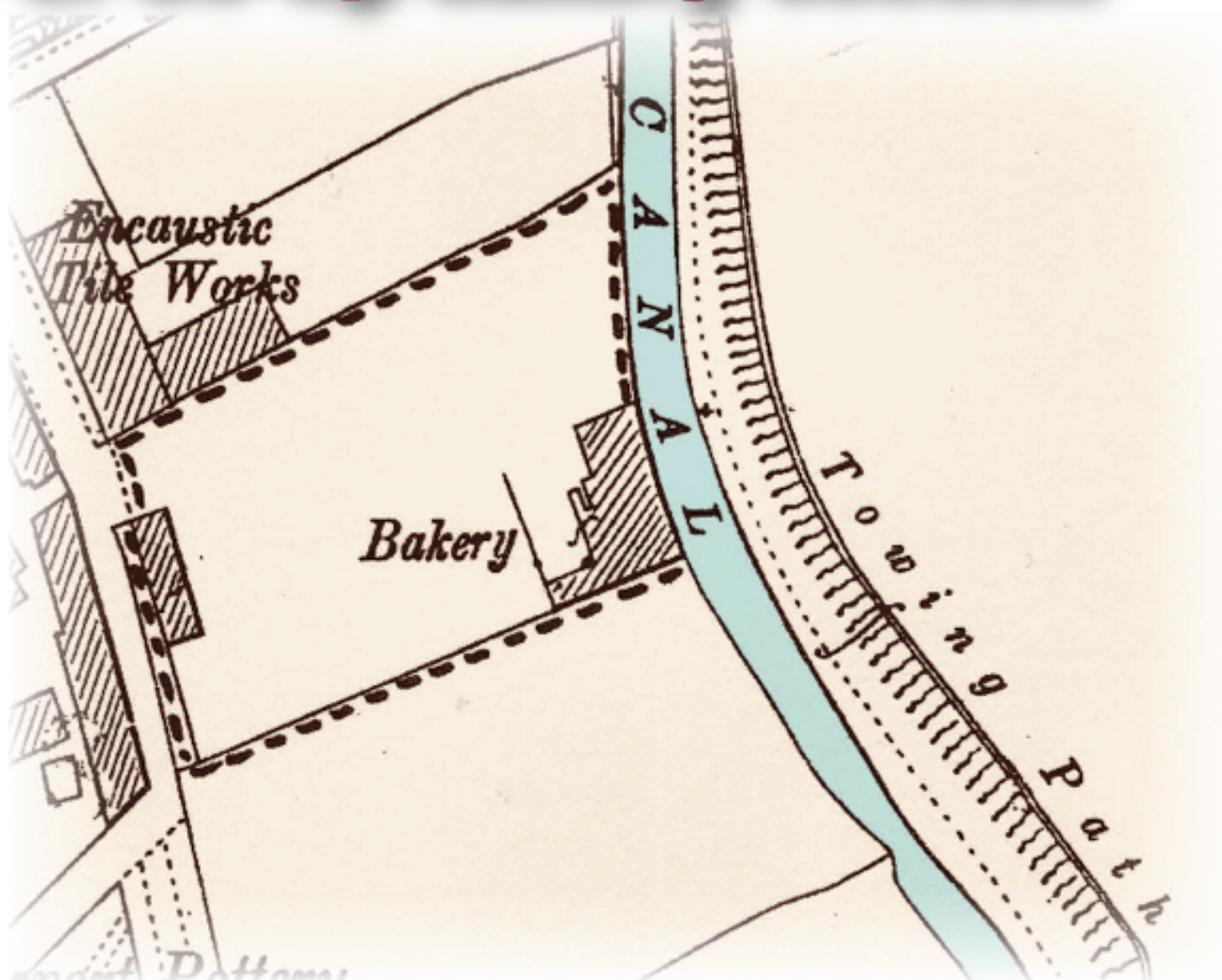
In 1961 a breach occurred on the outside of the bend shown.

This breach resulted in the closure of the canal.

The bend was then completely removed during the subsequent drainage and landscaping work. The proposed new route follows a straight line along the present contour. Midway along this section, a public footpath from Newport Lane, Middleport, arrives from the West.



5. Co-Op bakery section



The canal opens out significantly here. Views are potentially good in all directions, with the contrast of the former bakery site on one side, open land on the other and a wide section of canal between the two. It is likely that anglers will want to use this section of the canal and allowance will be made for this. A footbridge may be provided somewhere in this area as both sides of the canal will be publicly accessible. This would emphasise the physical and psychological links between community, canal and recreation areas. The canal here is adjacent to what will become the prime residential area along the canal to the West.

6. Morston Assets development area

This encompasses the former Co-Operative Bakery location. It is perceived as the prime development site in the area, as it would have the best views of the restored Burslem Branch Canal and open land rising to the East. The proposed development would put a pedestrian area along the waterfront with a mix of two- to four-storey residences beyond.



7. Wharf section



The canal here runs across the front of the wharf with an arm running into the warehouse loading bay. This will incorporate a turning area for boats and short-term moorings adjacent to visitor amenities. With current plans for developments at East View, this section will be prioritised for cosmetic or full restoration.

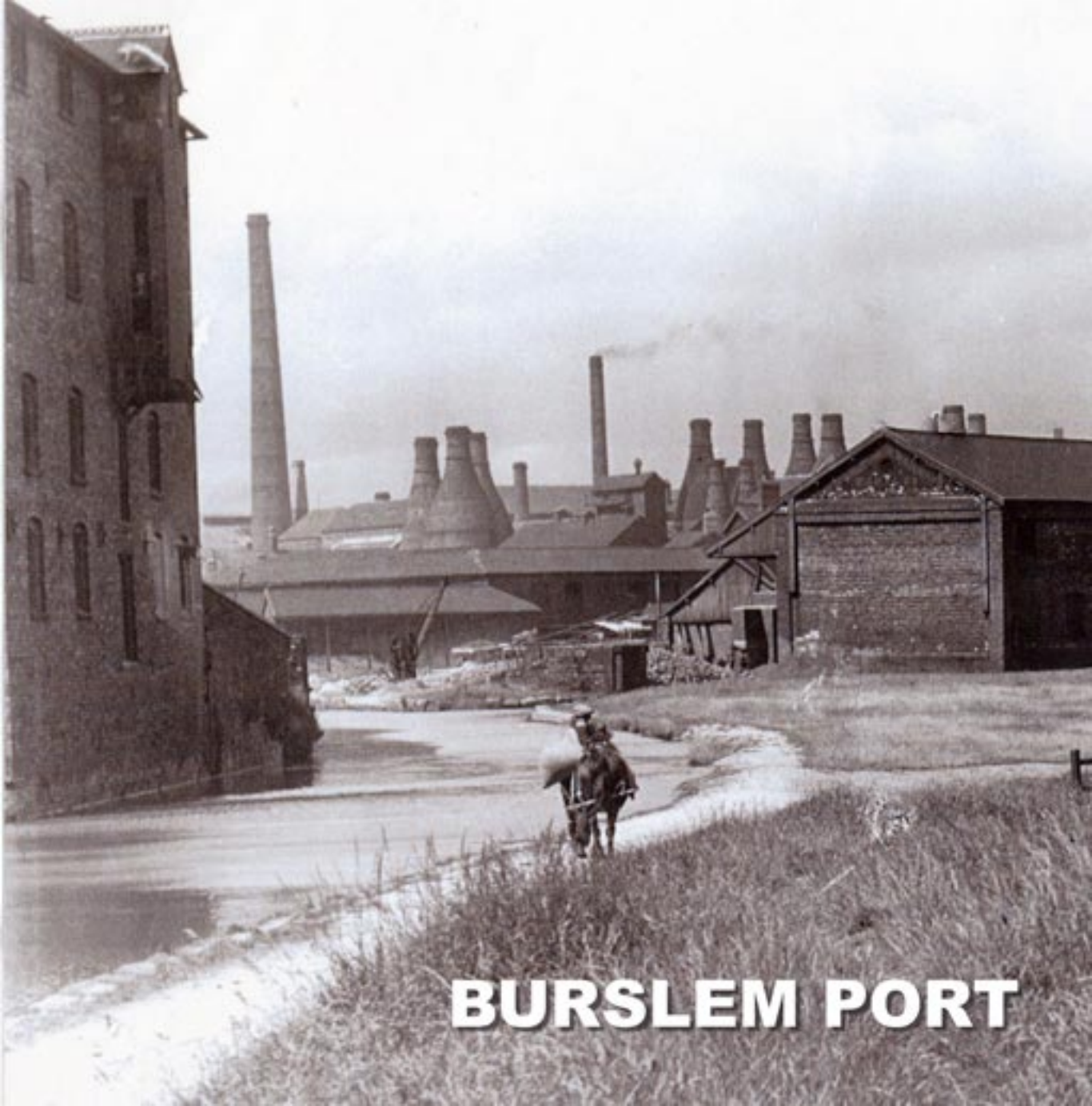
8. Warehouse and Wharf



The wharf is a key commercial opportunity site for the project.

The warehouse is largely intact and in reasonable condition.

The warehouse provides a substantial amount of space for mixed uses. The wharf will be used for a range of community focussed activities and events - and provide a selection of small shops and a café.



BURSLEM PORT



Main Artery to Burslem's Industrial Heritage

Photograph - 1940s

9. Recreation area

This lies close to the wharf, which is the arrival point for most visitors. There will be a play area for children here.

There will be parking for visitors, including disabled visitors, close to the warehouse. A cycle hire facility will be provided within the warehouse itself, as this is the departure point for any visitor wanting to explore the towpath or valley areas. Visitor maps will be provided and there will be information panels sited along the various walking, cycling and nature routes.



10. East View and Slater Street development areas

This area has been cleared as part of the Middleport housing renewal programme. Planning permission has recently been granted for a care home set back from the canal at the southern end of the site, with new housing covering the remainder. Landscaping will be used to maintain a link with the canal, which is well below the level of the development.



11. Terminus



This marks the terminus of both the original and restored Burslem Branch Canal. The layout will be similar but an enlarged basin will be provided. This area is seen as commercial rather than public, being used for boat building, maintenance, storage and moorings. Access by boat is via a bridge from the wharf area. The warehouse buildings will be refurbished or replaced to allow them to be used for related activities.

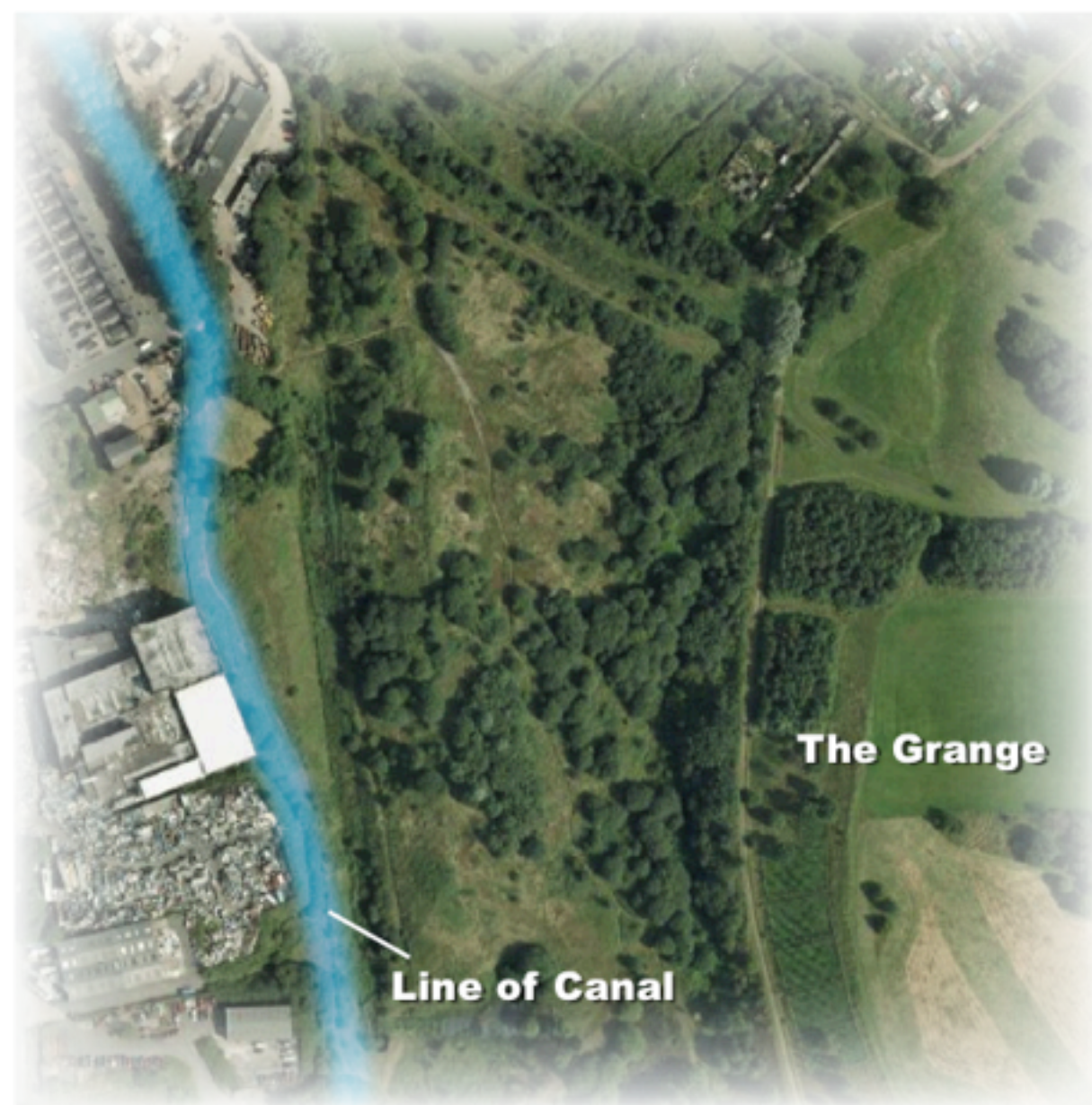
12. Furlong Mills



Furlong Mills is an historic and successful processor and supplier of raw materials to the pottery industry. It is included in this project plan as it has a significant impact on the area. To the East of the marina, Furlong Mills owns a warehouse building which may be restored and improved as part of the development of canal-related business in this area.

13. Valley area

The valley to the East of the canal is a natural valley enclosed when the Trent & Mersey Canal was built in the 1770s. After the breach of the Burslem Branch canal it was reshaped to improve drainage and was in part used as a landfill site, after which it was allowed to grass over. Here there will be a range of walking and cycling routes between the Burslem Port recreation area and open land to the East.



14. Links to Festival Park and The Grange

This area marks the Southern boundary of the site, adjacent to the Trent & Mersey Canal. It is already well used by local people as an access route despite crossing very poor ground. With the proposed reopening of a nearby canal bridge to the South it also creates a route to the towpath from the Burslem Port site, and a circular walk using the towpath and returning via Newport Lane Bridge. It is also part of the long-distance route of the Two Saints Way from Chester to Lichfield



15. Land beside Navigation Road



This area of open land is adjacent to the wharf so is a significant visual part of the gateway for visitors to Burslem Port.

At the lower end it is surrounded by trees, beside a recreation area. The site has been zoned as industrial land in the Middleport Masterplan, but a use associated with redevelopment of the wharf area may be more appropriate.

An important pedestrian route from Middleport and Burslem Port through to Burslem town centre is immediately between these two areas.

16. Link to Burslem town centre



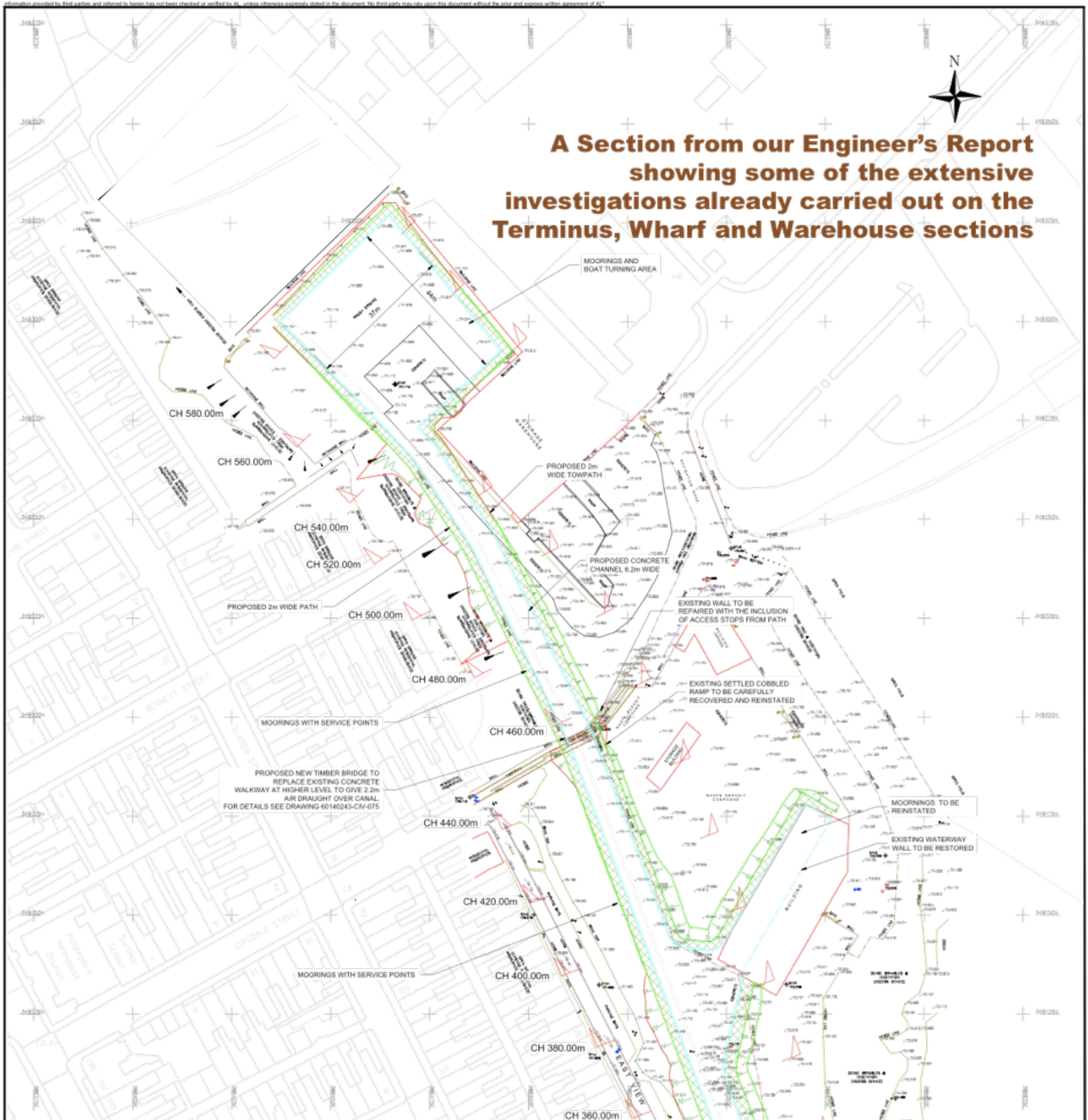
This route, a footpath which dates back to medieval times, defines a green access route from Burslem Port (and the rest of Middleport) to Burslem town centre. The road access options between Middleport and Burslem town centre are Navigation Road and Furlong Lane. The Burslem end of the route has been cleared in recent years. The Middleport end of the route comes out right next to the wharf and warehouse, and is convenient for the footbridge across the canal to Dimsdale Street.

MILESTONES IN THE BURSLEM PORT CAMPAIGN

- 1990** - Burslem Port Project committee formed as a sub-committee of the Trent & Mersey Canal Society (T&MCS).
- 2003** - Aspirational plans produced showing iconic waterside buildings (Christopher Taylor Design) costing £2000 sponsored by T&MCS and Inland Waterways Association (IWA).
- 2005** - Feasibility Study undertaken (Ove Arup Ltd), funded by RENEW North Staffordshire, T&MCS and IWA costing £72,000. Overall project, including adjacent land development, deemed viable - bringing important economic and social benefits to the City.
- 2007** - Plans for Burslem Port presented at World Canals Conference in Liverpool.
- 2008** - Overall strategic plan was drawn up by the City of Stoke-on-Trent.
- 2009** - Line of Burslem Branch Canal protected in the Middleport Masterplan.
- January **2011** - Burslem Port Trust established with prominent local people as Patrons (Joan Walley MP and Ian Dudson CBE, now HM Lord Lieutenant of Staffordshire) and Trustees. Plans refined and up-dated creating an enhanced residential and recreational area to improve the environment of Middleport.
- July **2011** - Engineering Viability and Cost Study undertaken (AECOM) funded by RENEW at a cost of £45,000. This showed the waterway could be constructed for £4.2 million within 18 months of funding becoming available.
- June **2012** – Structural Condition Report produced on the Middleport Wharf Warehouse & Cottage (Chris Pike Associates), funded by The Trust.
- July **2013** - Publication of *BURSLEM PORT - Bringing Boats back to Burslem and New Life to Middleport*.
- Throughout this time, we have engaged with City of Stoke-on-Trent Council and latterly with the adjacent developers: all are supportive of our plans, which will considerably enhance the Middleport environment.

WE NEED YOUR HELP: If you are interested in what we are doing, please contact us via our website www.burslemport.org.uk or write to the Trust at **PO BOX 777, Stoke-on-Trent ST4 8QA.**

A Section from our Engineer's Report showing some of the extensive investigations already carried out on the Terminus, Wharf and Warehouse sections



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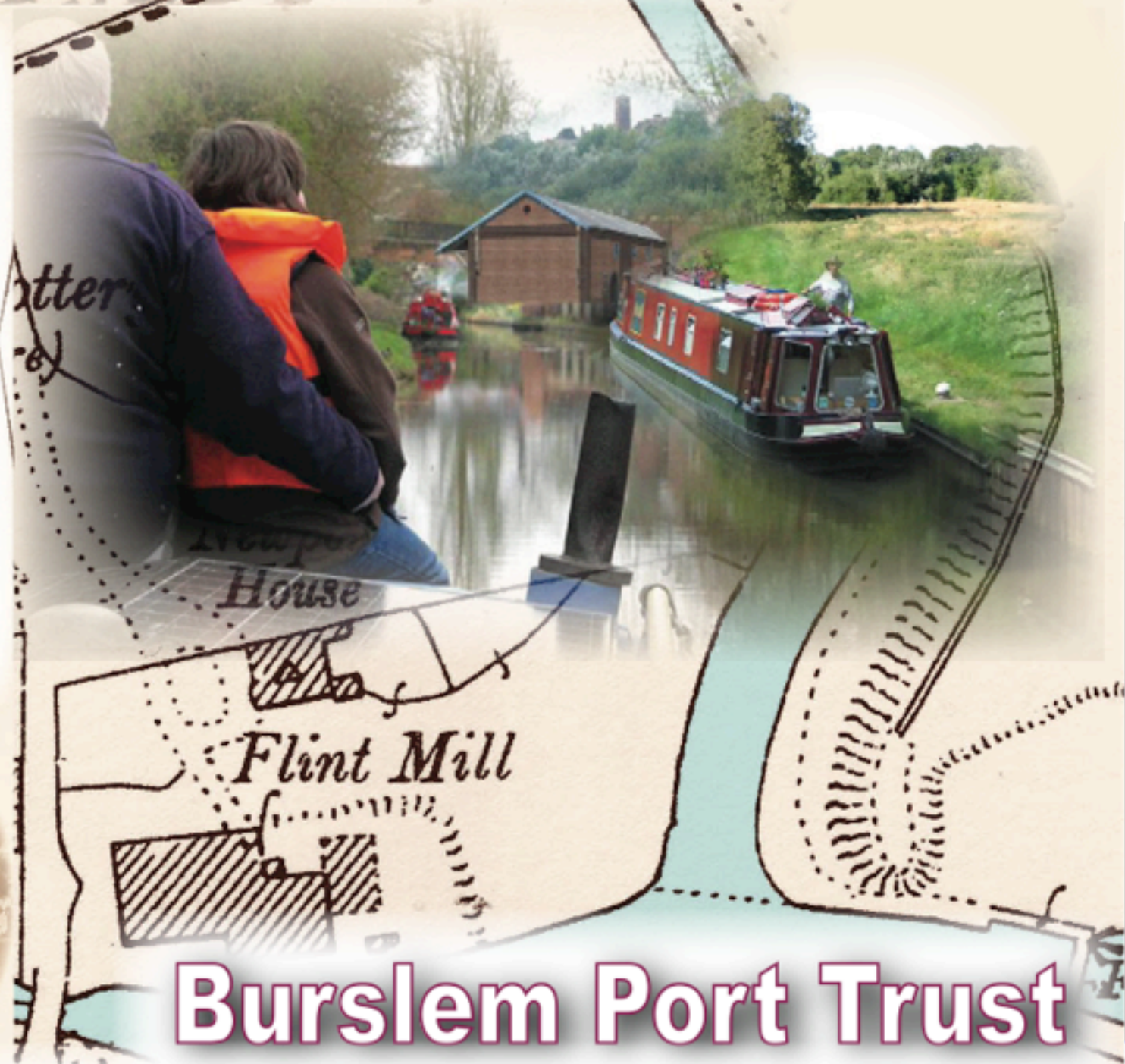
Create new waterside
facilities

Create sustainable leisure
activities

Attract tourism

Create employment

We will make a major
contribution to the
regeneration of
Burslem, Middleport &
Stoke on Trent for the
benefit of local people,
the environment
and visitors to
North Staffordshire.



Burslem Port Trust

c/o Grindeys Llp, Glebe Court, Stoke-on-Trent ST4 1ET

Contact David Dumbelton, Project Officer at david@burslemport.org.uk