Portsmouth CITY COUNCIL

Langstone Marina

Information Sheet

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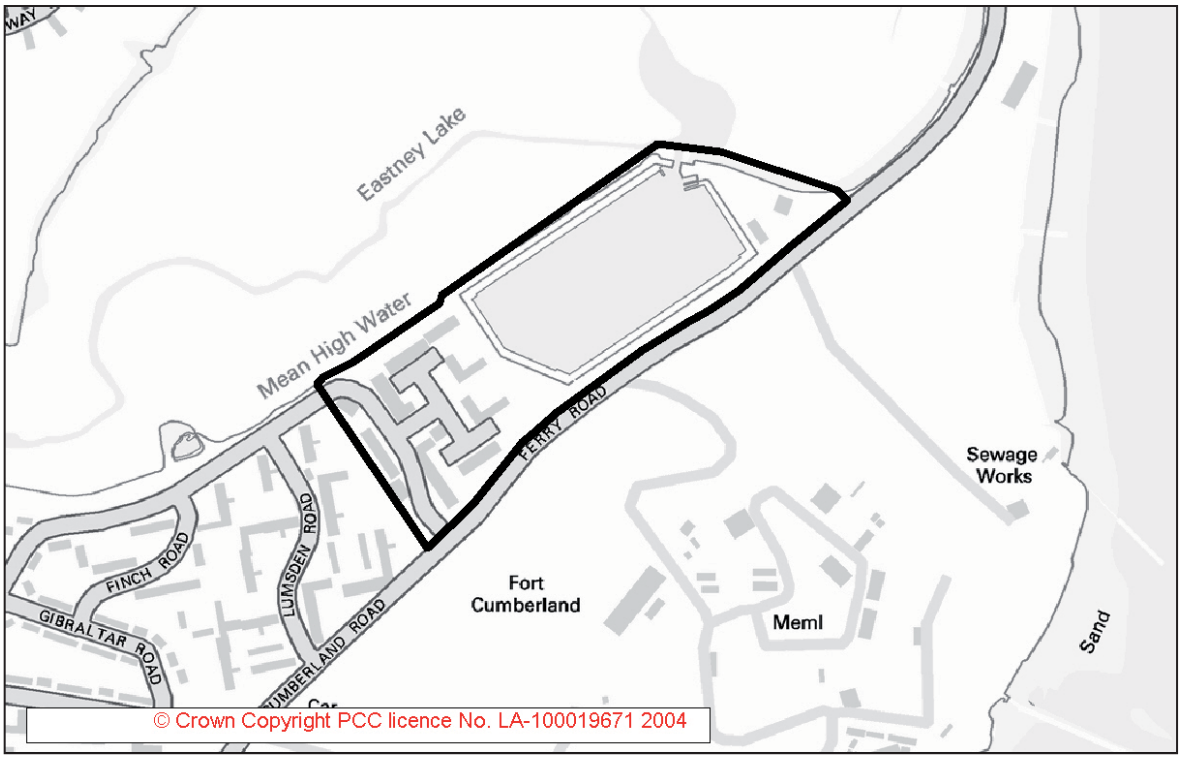
Introduction

This information sheet sets out the history of the development of Langstone Marina from a former waste tip.

Background

The marina occupies approximately 6.7ha on the north side of Eastney Peninsula, with Eastney Lake to the north. To the east lies the Navy built Lumsden Road housing estate, now owned by the City Council.



The Glory Hole

The site is on part of a former Admiralty tip. The original Glory Hole was, at the end of the nineteenth century, a tidal lagoon and mud flats to the north of Fort Cumberland Road, divided from the harbour by the former Ferry Road. During the 1920s the site was first used by the Admiralty for tipping dockyard waste. By the 1940s the western end had been fully infilled and was developed for naval flats. From 1945 to 1960 the Navy continued to dispose of dockyard waste to the east, after which the Council used part of the site for disposal of domestic refuse. 11.1ha of the infilled tip was sold to the Council by the Admiralty on 9th March 1971 for £125,000.

Marina Planning History

The first proposals for a Marina/Housing development on the site were made when a planning application was submitted in 1977. Although this application was refused it did prompt the City Council to consider the future of the whole area. In February 1981 the Council announced plans to re-excavate the site for a marina and residential development.

Outline planning permission was granted in 1983 for the formation of a Yacht Harbour for 300 permanent berths, 156 dwellings, parking, boat servicing and shore based facilities. A number of alternative proposals for the detailed layout of the scheme were submitted. The scheme that was implemented was approved by the City Council's Planning Committee in January 1986. This scheme proposed that details of a clubhouse, boatshed and office/amenity block be submitted at a later date, (various applications were approved during the early 1990s).

Planning applications for the construction of an additional 224 dwellings on the site were submitted in September 1988 and February 1989, but both were refused by the City Council and subsequent appeals dismissed.

Construction

Given the site's previous use, the Council required that prior to development commencing, detailed site investigations should be carried out and a programme of phasing and remediation measures agreed. The construction work itself occurred between from 1984 to 1985.

Site investigations revealed that the majority of infill material consisted of ash, clinker, wood, concrete and metal fragments, as well as some asbestos and heavy metals. As a result of these investigations stringent guidelines for the development of the site were in place to ensure the safety of construction workers and local residents during the construction period.

During excavation of the site all workers were required to wear protective clothing, while sprinklers kept the soil damp to prevent dust forming. Monitoring was carried out on site to check the effectiveness of these measures. All excavated materials were transported in covered vehicles, washed and inspected before leaving the site, and disposed of at specially licensed disposal sites at Nettley and Funtley (at a cost estimated by the developer at £2.25 million). Any highly contaminated material discovered was separated for specialist disposal.

A non-permeable membrane was built into the walls of the marina basin and laid under the housing (with a thick layer of clean soil on top), to prevent any contaminated material leaking through to the surface or into the water in the marina basin. In addition all foundations were constructed of sulphate resistant concrete to ensure they would not be affected by any possible contaminants.

Summary

The development of Langstone Marina demonstrates how with care and preparation, even a heavily contaminated "brown field" site such as this former waste disposal site can be safely redeveloped for public use. However this project also demonstrates the difficulties inherent in this process, where the extent of contamination is not certain at the outset, due to lack of historical records, creating the potential for unexpected and costly delays as a result of unforeseen problems.

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