

Extract from Due Diligence document

Second Runway

Overview

- The Second Runway is located to the south east of the main airport landholding. It is aligned south-west to north-east and intersects the main runway at its eastern end.
- Although it is rarely used for operational purposes the runway remains zoned for airport related uses.
- We understand it was Infratil's intention to retain the northern part for airport related uses. However, the southern section extends to approximately 62 hectares (153 acres) and has been promoted for alternative uses.

Development considerations

- We understand much of the land to the east of the runway is owned by Dawn Homes Group and we understand an informal consortium was formed in 2010 with other key land owners including Alderview Homes. This consortium promoted a masterplan for the redevelopment of a combined site of 492 acres.
- Representations were lodged to the proposed Local Development Plan for a mixed use development including housing (2,500 plus units and including affordable housing, industrial/commercial, leisure, retail and other "unspecified" uses).
- The Council concluded that the site does not meet the objectives within the spatial strategy of the Main Issues Report or its Airport or housing preferred options, because it proposes housing development outside preferred housing search areas, and it also proposes a loss of the second runway to non-airport related uses. The site is, therefore, not considered to be suitable to meeting the requirements of the Local Development Plan to provide a supply for effective housing land.
- Although a mix of industrial, commercial and residential development was envisaged, it is unlikely that any development can take place until the above planning position can be resolved.
- Furthermore we understand closure of the second runway would require that the main runway is completely resurfaced, resulting in a significant cost implication, if not already planned.
- There is a 1:200 year flood risk affecting this area of the second runway, and this would need to be addressed if any potential development is envisaged.
- The majority of the site is designated as a wildlife site and acts as a corridor for wildlife. A 375 mm trunk sewer crosses the site. Some areas of the site are within archaeological trigger zones. The site is also considered to have value in landscape terms.

Contaminations / Abnormals

- We are not aware of any historical site investigation or service utility reports within the dataroom.
- It is evident from the SEPA flood map that the mid-section of the site is identified as being affected by flooding. It is apparent from the masterplan prepared by the consortium for the site that the flood risk is proposed to be accommodated through a series of SUDS ponds. In the absence of any technical investigations it is reasonable to assume that the site conditions, with the exception of the contamination, will be similar to that encountered on the HMS Gannet site.

Proposed Local Development Plan

- In the short to medium term, the second runway has been safeguarded for operational uses. The Council's response to representations made by Infratil was that the release of the second runway for mixed use, strategic urban expansion of Prestwick would strongly conflict with the core objectives of the Local Development Plan's spatial strategy. Accordingly the Council has not modified the land use policy for this area of the airport and therefore the land has been safeguarded for operational uses.

Key Issues & Action Points

- There is the potential to put forward the use of the site on the basis of a strategic urban expansion of Prestwick in the longer term and advance the case that no housing sites have been identified in Prestwick. This could result in an unsustainable position for the medium to long term period of the Local Development Plan.