

From: Oliveira, Marta (Contractor)
Sent: 23 December 2025 17:53
To: Harrison, Liz
Subject: Navigator Quarter - Alternative Additional Car Parking Provision

Hi Liz,

Please see below urban design comments on the application referenced above.

Context

The submitted note identifies that the implementation of the approved Navigator Quarter highway works would conflict with the location of the car park extension approved under planning permission F/19/86707. In response, the Airport has identified alternative locations for additional car parking within its land ownership, as illustrated in Appendix 2 of the submitted document - Airport Car Park Note.

These comments consider the proposals solely from an urban design and placemaking perspective, having regard to the emerging character of the Navigator Quarter and the wider airport setting.

Urban Design Considerations

From an urban design perspective, the provision of airport-related car parking should:

- Make efficient use of land and avoid unnecessary land take;
- Minimise the visual and spatial dominance of car parking, particularly where it interfaces with public routes and development frontages;
- Support, and not undermine, the delivery of the Navigator Quarter as a high-quality employment-led environment;
- Maintain clear, legible and safe pedestrian and cycle movement, particularly along Mitchell Way and associated active travel corridors;
- Be capable of future adaptation in response to changes in travel behaviour and operational requirements.

Assessment of Alternative Options

1. Extension to the Existing Multi-Storey Car Park

This option is considered the most appropriate in urban design terms. Intensification of an existing parking structure represents an efficient use of land and helps to consolidate car-dominated activity within the established airport core. While there may be townscape considerations associated with increased building height, these could be satisfactorily addressed through careful architectural treatment and detailed design. This option would minimise the need for additional surface-level parking in sensitive edge locations.

Urban design impacts are considered manageable and potentially positive if well designed.

2. Surface-Level Car Parking to the West of the Navigator Quarter

This option has the potential to create a large inactive edge adjacent to a key employment site and therefore presents greater urban design risks. Without appropriate mitigation, the proposal could detract from the quality and legibility of the public realm and weaken the intended character of the Navigator Quarter. Any proposal in this location would require strong landscape structure, clear pedestrian routes, and carefully considered boundary treatments to reduce visual impact and maintain a high-quality interface.

Acceptable in principle, but urban design quality would be highly dependent on layout, landscaping, and boundary treatment.

3. Surface-Level Car Parking to the South West of the Navigator Quarter

This location is more peripheral and is therefore less likely to compromise the emerging urban structure of the Navigator Quarter. However, as with Option 2, the introduction of surface parking would need to be supported by a robust landscape framework and designed to avoid sterilising land with longer-term development potential. Visual containment and future flexibility would be key considerations.

Likely to have fewer immediate urban design conflicts than Option 2, subject to mitigation.

In-Principle Urban Design Position

From an urban design perspective, there are no in-principle objections to the alternative additional car park locations identified by the Airport, subject to the following:

- A clear preference for the extension of the existing multi-storey car park as the most land-efficient and sustainable solution;
- Any surface-level car parking proposals being supported by high-quality landscape design and boundary treatments;
- Demonstration that pedestrian and cycle connectivity is maintained and not compromised;
- Assurance that the proposals would not prejudice the delivery, quality, or future evolution of the Navigator Quarter.

I hope these comments are of help.

Kind regards,
Marta

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