Transport &
Infrastructure

For and on behalf of
BAE Systems

TRANSPORT NOTE

Manufacturing Facility Extension, BAE Samlesbury

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Transport & Infrastructure

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APPENDICES

1.0 INTRODUCTION

1.1 This Transport Note has been prepared by the Transport and Infrastructure (T&I) team of DLP Planning Ltd, on behalf of the applicant BAE SYSTEMS, to support a planning application for the Manufacturing Facility Extension at the BAE Systems Samlesbury site.

1.2 The proposals include the erection of a new building providing manufacturing floor space of 1,800sqm, supported by a new HV substation, which is a required infrastructure upgrade to the project, and a new car park to offset parking displaced by the extension. The proposals are located on three separate parcels of land within the BAE Samlesbury land ownership, with each of these locations shown below at **Figure 1**.

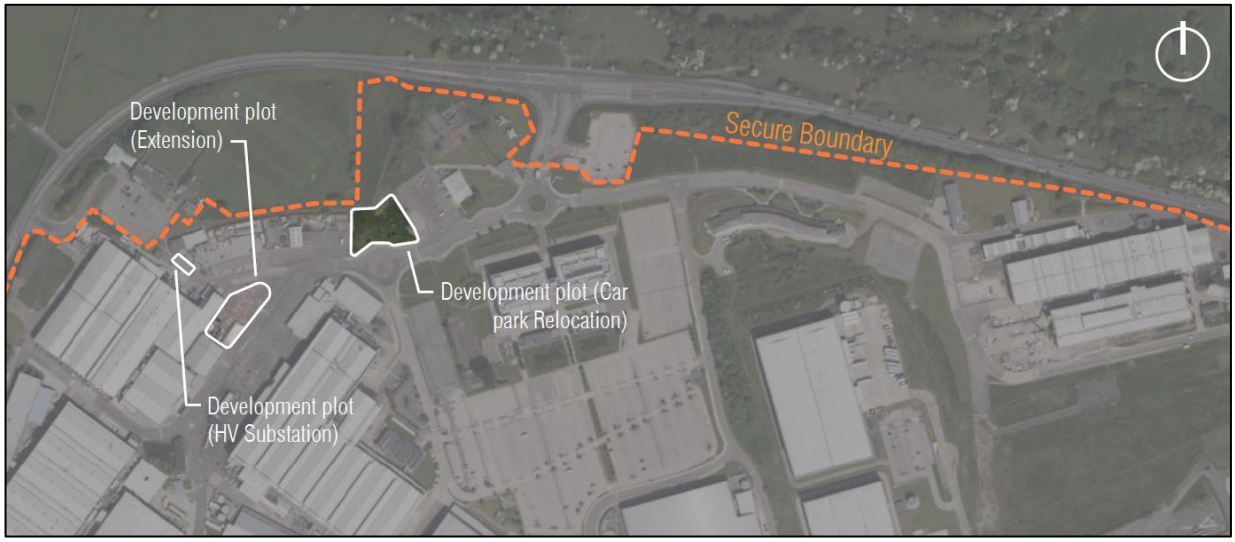


Figure 1: Detailed Site Location Plan

1.3 The proposals seek to meet the needs of the business and expand their production capabilities and will not result in the employment of any new members of staff; this project constitutes an expansion of facilities for existing staff only but does assist with business growth and strengthens BAE position as a major local employer .

2.0 EXISTING CONDITIONS

2.1 The BAE Samlesbury site is located approximately 6km northwest of Blackburn and 8.5km east of Preston in Lancashire. The main access to the site is via the A59 to the north with a secondary access via Gate 3A off Sir Frederick Page Way to the east (see **Figure 2**), approximately 5km east of Junction 31 of the M6.

2.2 As can be seen on **Figure 2**, there is a large amount of parking provided across the BAE Samlesbury site. It is important to note that there is a 'no designated parking space' policy across the full BAE Samlesbury site meaning all the spaces are available to use for all staff.

Figure 2: Wider Site Location Plan

2.3 As set out in **Figure 1** and **Figure 2**, the proposed development is located in three different areas of the BAE Salmesbury site. Location A, is referred to as the new building extension, Location B, is referred to as the new HV Substation, whilst Location C is referred to as the new car park. Each location is described in detail below.

Location A – Area for New Extension Building

2.4 Location A currently comprises a car park, which accommodates a total of 55 car parking

spaces (53 regular spaces and 2 accessible). As shown at **Figure 3**, the car park currently forms a one-way operating system, with a separate entry and egress point onto the internal site road.

2.5 There is a footway that passes through the middle of the Location A, providing onward connection to the north and south via the zebra crossings. There is also a footway which extends along the northeastern boundary of Location A, which extends northeast to southwest provider wider connections.

Figure 3: Location A – Existing Site Plan

Location B – Area for New HV Substation

2.6 Location B currently comprises a section of car park, which accommodates a total of 10 car parking spaces (10 regular spaces). As shown at **Figure 4**, the red line for the HV Substation captures the western section of the car park's one-way system circulation and spaces, but there is no impact on the existing accesses or operation of the car park.

2.7 There are no footways or paths, which extend through or adjacent to Location B that would be impacted by the proposals.

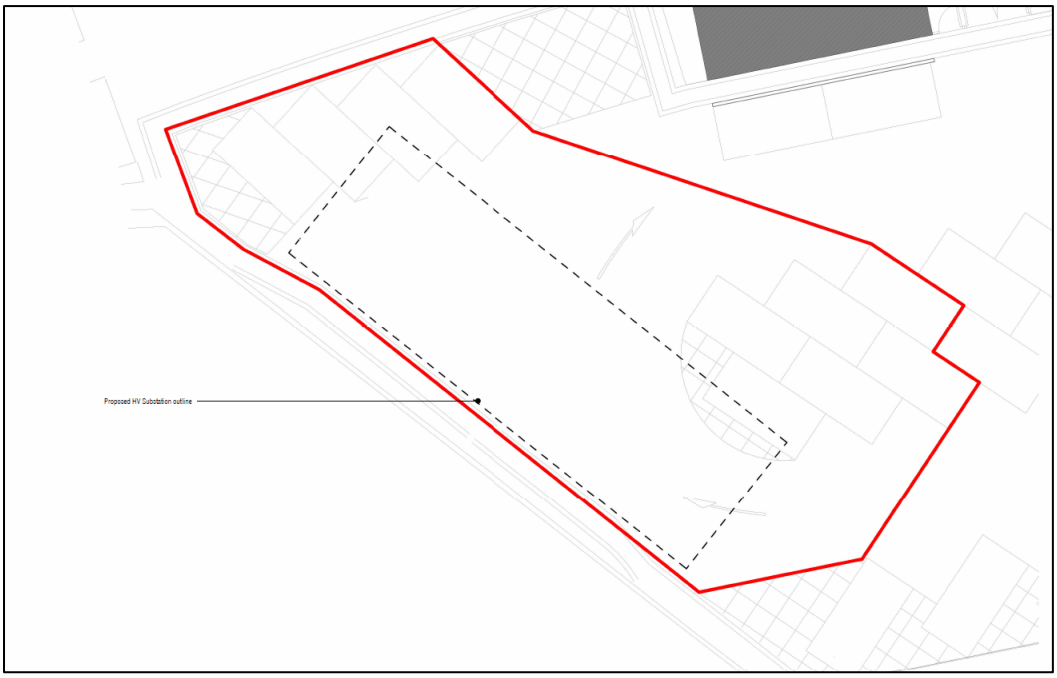


Figure 4: Location B – Existing Site Plan

Location C – Area for New Car Park

2.8 Location C currently comprises unused grassed scrub-land located between two areas of car parking as shown at **Figure 5**. There is no existing vehicular or pedestrian access to the land and therefore as part of the proposals, accesses to both would need to be created.

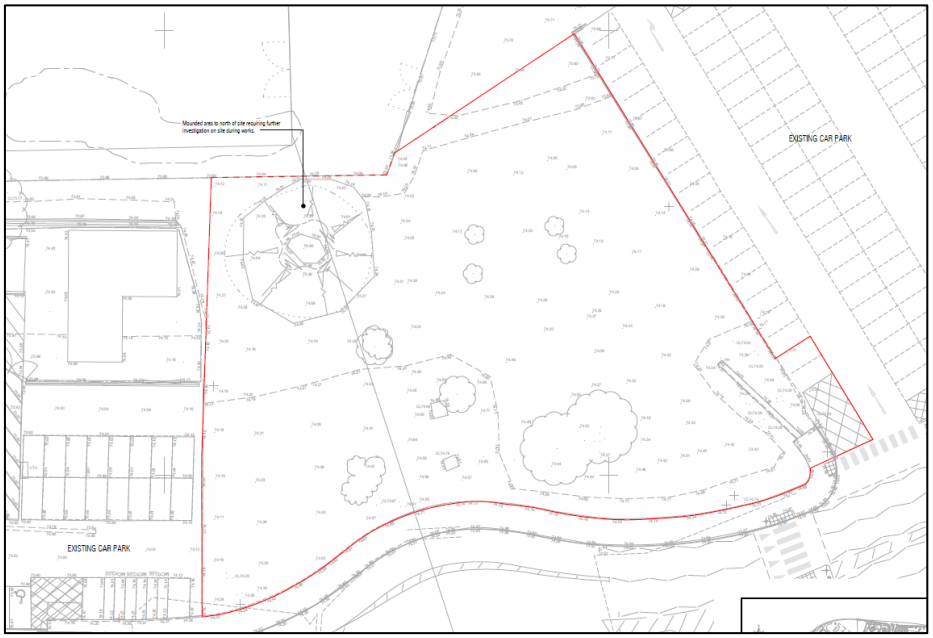


Figure 5: Location C – Existing Site Plan

3.0 PROPOSALS

Overview

3.1 The proposals include the erection of a new building extension that will provide manufacturing floor space of 1,800sqm (Location A) in place of an existing car park (see **Figure 6**). The proposed extension is to meet the needs of the BAE Systems business and expand their production capabilities, but will not result in the employment of any new members of staff and this project constitutes an expansion of faculties for existing staff only.

3.2 To support the use of the new building extension, a HV substation is proposed to the north of the extended building (see **Figure 6**) and is also located on a section of an existing car park (Location B). As part of the proposed building, it is acknowledged that the existing footway which extends through the middle of Location A would be lost, however to ensure a pedestrian route is maintained a continuous footway would be provided around the northeastern edge of the site.

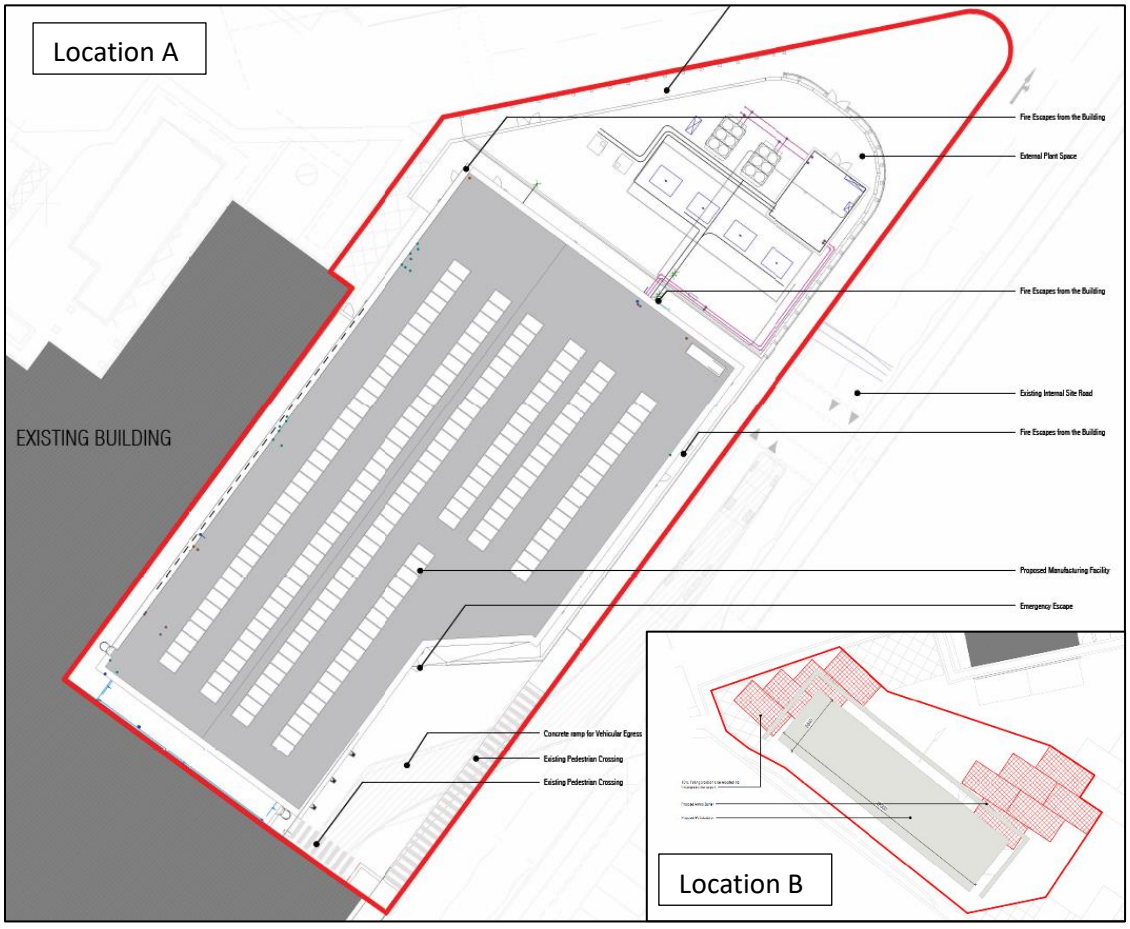


Figure 6: Location A & Location B – Proposed Site Plan

3.3 All car parking spaces lost by the building extension and HV substation will be re-provided within a new car park (Location C) located on unused land situated circa 150m to the north east (see **Figure 7**) of the proposed building extension. The proposed new car park contains space for 90 cars and will be accessed via the existing car parks adjacent to the western and eastern boundary maximising its permeability.

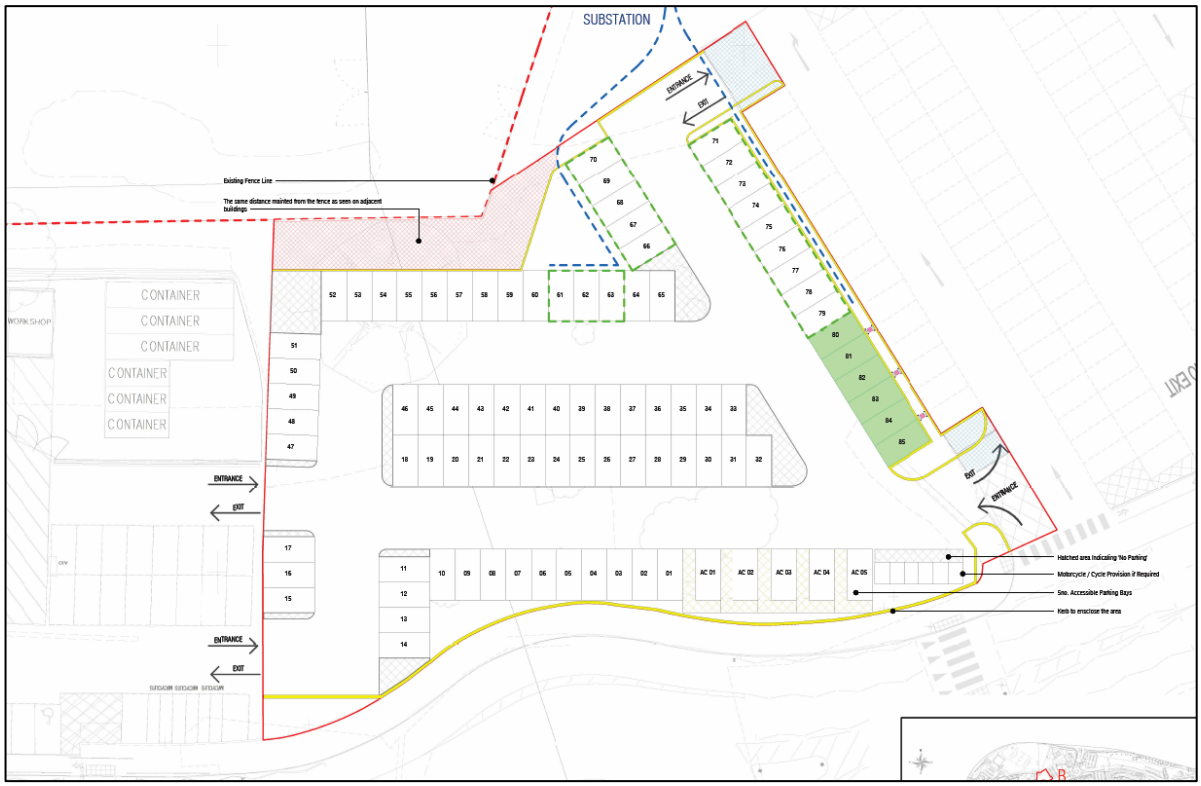


Figure 7: Location C – Proposed Site Plan

3.4 All copies of the proposed site layouts are contained at **Appendix A**.

Access

3.5 The current strategy for staff entering / exiting the site is that they predominantly arrive / depart via the Salmesbury Main Gate to the north, whilst a small amount could arrive via Gate 3A at Samlesbury to the east. This strategy would be retained as part of the proposals and therefore there would be no increase or decrease to vehicular movements on the local highway network or local junctions, given there would be no increase in staff.

3.6 Within Samlesbury, staff will use the internal private road network to get to the relocated car park within the site. The proposed car park would be located circa 150m closer to the Main

Gate and Gate 3A when comparing its existing location, meaning staff will be driving a less distance on the internal road network to park their car.

3.7 It is accepted that the car park would be located a 150m walking distance away from the new building extension and adjacent buildings, which is less convenient than parking adjacent to it; however, the 'no designated parking space' on-site allows staff flexibility to find an alternative space which may be more convenient depending on their location of work. Additionally, there are continuous footways and zebra crossings, which provide a direct safe link between the new extension building (and adjacent buildings) and new car park and therefore it is not considered this distance is unrealistic for staff to travel.

3.8 In terms of access to the new car park, **Figure 7** shows there would be four points of entry and exit to the new car park, maximising the permeability of it and allowing it to interact positively with the adjacent car parks that are currently being used. In order to make room for these accesses, there would be a loss of 5 car parking spaces of the adjacent existing car parks.

3.9 In terms of pedestrian access, there will be no fencing restriction to the southern boundary of the car park to ensure that all staff who use it to park can travel south and use the existing footway and pedestrian infrastructure beyond.

Parking Provision

3.10 In terms of parking provision, the proposals would results in the loss of 55 parking spaces (53 regular & 2 accessible) at Location A, 10 parking spaces (10 regular) at Location B, and 5 parking spaces (5 regular) at Location C. In replacement of this, at Location C the proposals will include a new car park that will provide 90 car (79 regular, 5 accessible & 6 electric vehicle charging) and 6 motorcycle parking spaces.

3.11 Overall there would be a net increase of 20 car parking spaces on-site that will provide more accessible and electrical vehicle charging spaces within the BAE Samlesbury site, which would be a significant betterment. Additionally, it provides a dedicated location for motorcycle parking as there was none before.

3.12 For these reasons it can be reasonably confirmed that there would be sufficient parking on-site to accommodate the contractors.

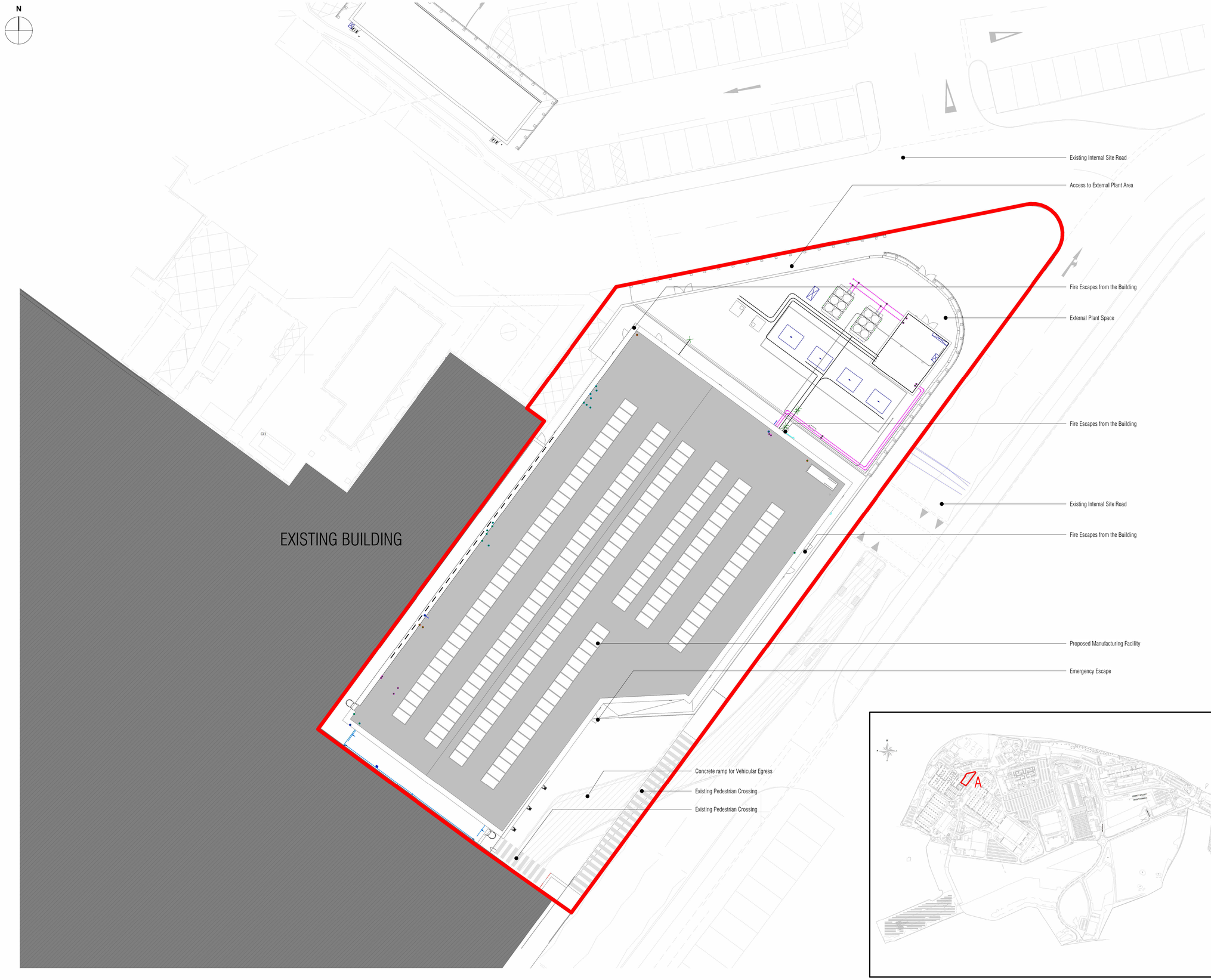
CONCLUSION

3.13 Based on the information provided within this Transport Note, the following conclusions can be made:

- The proposals seek to create a new building extension, supported by a HV substation, on land that is currently dedicated as car parking for staff of Samlesbury, to improve the efficiency of the existing manufacturing facility processes on-site;
- The proposals will not result in an increased presence of staff on-site. It will provide improved facilities for those staff already working at the site and improve their efficiencies;
- Whilst there would be a loss of 70 parking spaces resulting from building on existing car parks, the proposals would include the creation of a new 90-space car park, providing a net increase of 20 spaces available on-site. The provision would include 5 accessible and 6 electric vehicle charging spaces that would be available to all existing staff;
- All staff will continue to arrive and depart via the Main Gate and Gate 3A and use the internal road network to get to the new car park; there will be no change in traffic movements on the local public roads or the A59;

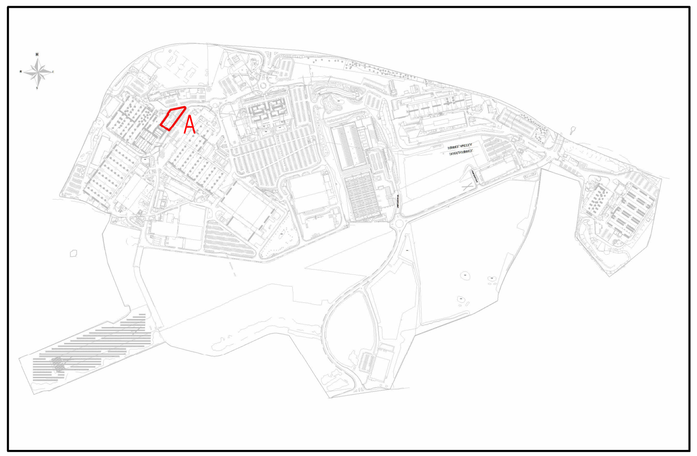
3.14 Overall, it is considered that the proposals would not result in a highway safety or severe impact on the local highway network and therefore would be in accordance with both local and national policy. For these reasons it is considered that there are no highways or transport related reasons to object to this planning application.

Appendix A Proposed Site Plans



1 Proposed Site Plan (Planning)

1 : 200



2 Location Plan

1 : 10000

Drawing Numbering Key:

1. project identifier	2. originator	3. zone	4. level	5. drawing type	6. discipline ref	7. series	8. sheet number

This Drawing Should be Printed in Colour

Proposed Site Plan Key

Red Line indicates Application Boundary and Extent of Proposed Site Works
Area = 2755m²

rev	description	date	drawn	checked
P01	Planning Issue	06/06/2025	JL	KC

Revision Schedule

project: 7295

title: Proposed Site Plan (Planning)

project no:	scale:	drawn by:	checked by:	date:
7295	As indicated@A1	OH	KC	06/06/2025

drawing no:	Status:	Rev:
OSE-WMA-XX-XX-DR-A-00-012	S2	P01

1 HV Substation Proposed Site Plan

1 : 100

Drawing Numbering Key:

1. project identifier	2. originator	3. zone	4. level	5. drawing type	6. discipline ref	7. series	8. sheet number

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Proposed Site Plan Key

- Red Line indicates Application Boundary and Extent of Proposed Site Works Area = 425m²
- Grey Hatch Indicates Surrounding Buildings
- Beige Hatch Indicates Proposed Building Total: GIA = 154m²
- Red Hatch Indicates existing car parking lost as a result of the new substaion installation

2 Location Plan

1 : 10000

P01	Planning Issue		06/06/2025	JL	KC
rev	description		date	drawn	checked

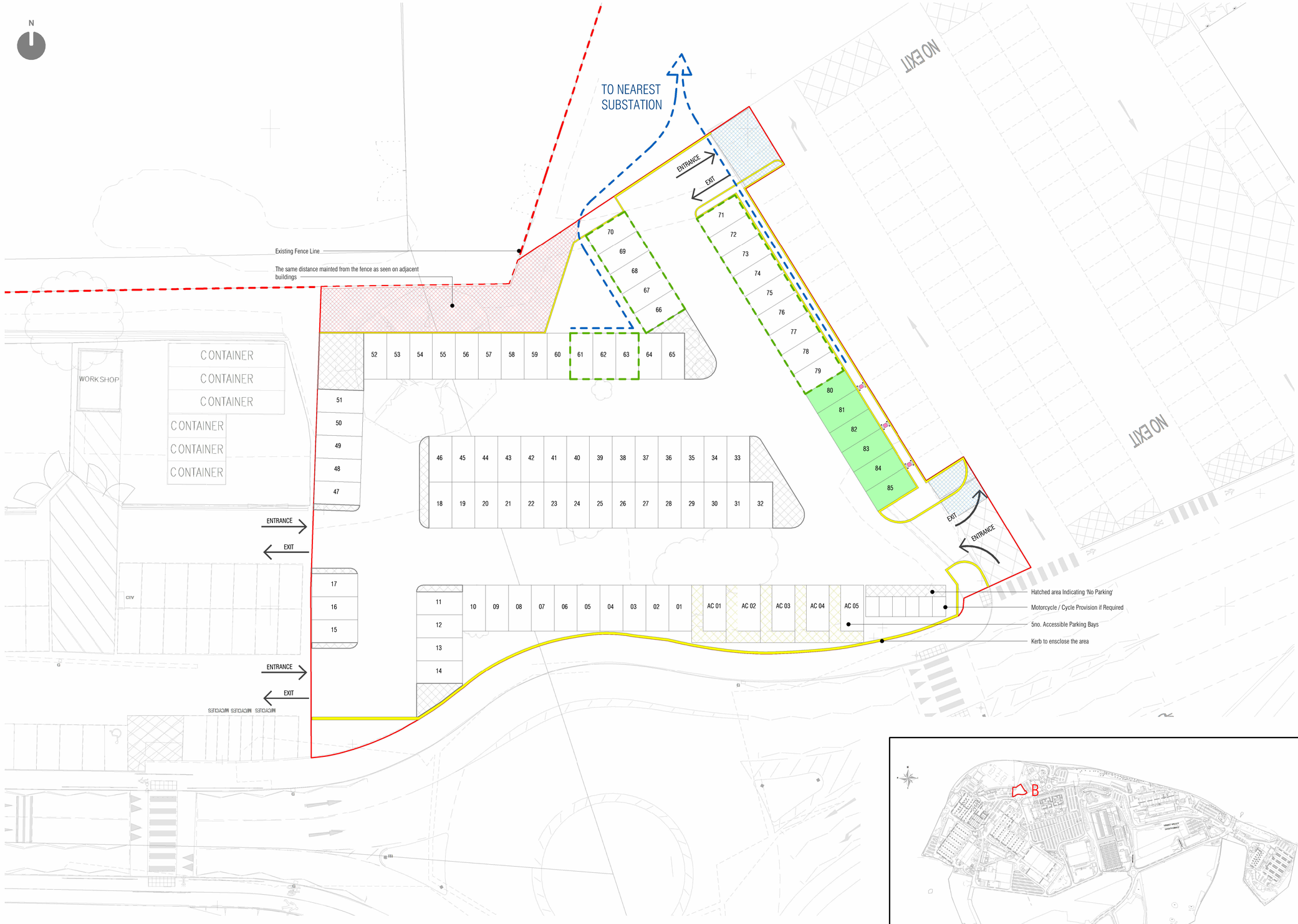
Revision Schedule

project: 7295

title: Proposed HV Substation Site Plan (Planning)

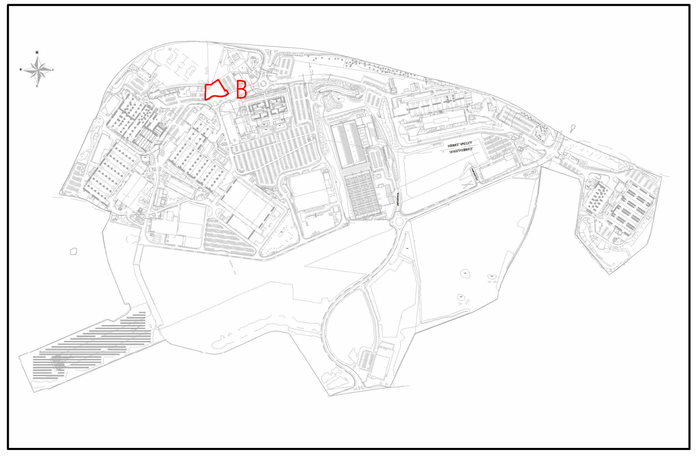
project no:	scale:	drawn by:	checked by:	date:
7295	As indicated@A1	OH	KC	06/06/2025

drawing no:	Status:	Rev:
OSE-WMA-XX-XX-DR-A-00-017	S2	P01



1 Proposed Car Park Arrangement

1 : 200



2 Location Plan (Proposed)

1 : 10000

Drawing Numbering Key:

1. project identifier | 2. originator | 3. zone | 4. level | 5. drawing type | 6. discipline ref | 7. series | 8. sheet number

This Drawing Should be Printed in Colour

Note:

- An `easement` zone has been allowed to replicate established site principles for the distance of construction works from site boundary.
- Standard Parking bay size of 2400 x 4800 mm agreed with client.
- EV Charging arrangment designed to match exisitng on site facilities.
- Mortorcyle bays drawn at 1400 x 2100 mm in accordance with 'The Institution of Structural Engineers: Car Park Design'
- Heringbone arrangement has been explored, however, this delivered no betterment in car parking numbers or car park flow.
- Possibility for accessible bays near the plant area of the new extension works has been explored, however, due to incorporation of the footpath, acess and services in the area, this has not been feasible.
- EV Charging is provided on the basis of 6 EV space plus 20% cable for future provision route installation, from AD part 'S'

Parking Bay Schedule

Parking Type	Size (mm)	Count
Accessible Parking Bay	6000 x 3600	5
EV Parking Bay	4800 x 2400	6
Motorcycle Parking Bay	2100 x 1400	6
Standard Parking Bay	4800 x 2400	79

Key

- Ductwork installed for future services to EV charging bays (all to be provided from phase 1)
- Spaces for potential EV Provision
- 001 EV Charging Car Park Bay(s)
- 001 Car Park Bay(s)
- Easement from site boundary
- Accessible Parking Space
- Painted hatched zone
- Car Parking Bay lost due to new entrance (5 Spaces)
- Kerbline
- Site Boundary
- EV Charger
- Hoop Bollard

rev	description	date	drawn	checked
P03	Dead ends removed	09/06/2025	JL	JP
P02	Planning Issue	06/06/2025	JL	KC
P01	Additional EV Spaces provided at client request	30/05/2025	JL	KC

Revision Schedule

project: 7295

title: Proposed Car park Site Plan (Planning)

project no:	scale:	drawn by:	checked by:	date:
7295	As indicated@A1	OH	KC	09/06/2025

drawing no: OSE-WMA-XX-XX-DR-A-00-014 | Status: S2 | Rev: P03

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