

**Proposed Modular  
Building, BAE Samlesbury**

**TRANSPORT STATEMENT**

Report prepared for  
BAE Systems

November 2026

Report Reference 1999/1/C



**ASHLEY HELME**  
ASSOCIATES



# Transport Statement

## Proposed Modular Building, BAE Samlesbury

---

Client: BAE Systems  
Report Ref: 1999/1/C  
Status: Final  
Date: November 2025

### **Ashley Helme Associates Ltd**

76 Washway Road  
SALE, Manchester  
M33 7RE

Telephone  
0161 972 0552

[aha@ashleyhelme.co.uk](mailto:aha@ashleyhelme.co.uk)  
[www.ashleyhelme.co.uk](http://www.ashleyhelme.co.uk)

#### COPYRIGHT

© 2025 by Ashley Helme Associates Ltd  
No part of this publication may be reproduced by any means  
Without the permission of Ashley Helme Associates Ltd



# Transport Statement

## Proposed Modular Building, BAE Samlesbury

---

<b>Chapter</b>	<b>Page</b>
1. Introduction	1
2. Highway Network	2
3. Parking and Access	4
4. Net Change in Traffic	7
5. Summary & Conclusions	9

### Figures

- 1.1 Location Plan

### Drawings

Wilson Mason Drg No CEB-WMA-XX-ST-DR-A-00-001	Application Site Location Plan
Wilson Mason Drg No CEB-WMA-XX-ST-DR-A-00-002	Existing Site Plan
Wilson Mason Drg No CEB-WMA-XX-ST-DR-A-00-003	Proposed Site Plan
BAE Systems Drg No SAM-000-SITE-DR-007	Car Parking Plan



# 1 Introduction

---

1.1 Ashley Helme Associates Limited (AHA) are appointed by **BAE Systems** (hereafter "BAE") to prepare a Transport Statement (TS) to support the planning application for proposed development on land at Samlesbury Aerodrome, Samlesbury, Lancashire (henceforth referred to as the Site). The location of the Site is indicated on **Figure 1.1**.

## 1.2 Proposed Development

1.2.1 The proposed development is for an office building with a floor area of approximately 7,000sm for 560 BAE staff made up of:

- Staff that were temporarily displaced from the original modular office building, previously located on the proposed site, that was demolished in 2024, who were temporarily located in other office buildings on the Samlesbury site (approximately 250 employees);
- Staff currently located in various office buildings across the BAE Samlesbury site;
- A small number of staff that are currently home working, who pre-Covid, were permanently based at the BAE Samlesbury site.

No additional employees are proposed as part of the development and demand is not expected to increase.

1.2.2 The application Site, in the context of the wider BAE site, is shown on **Wilson Mason Drg No CEB-WMA-XX-ST-DR-A-00-001**. The application Site area is 6153sm (0.65ha).

## 1.3 Scope of Report

1.3.1 The issues addressed within this TS fall broadly into the following areas:

- On-site parking,
- Vehicular traffic impact on the local highway network.

1.3.2 The local highway network is described in Chapter 2. The proposed parking and servicing arrangements are outlined in Chapter 3.

1.3.3 The vehicular trip generation of the development is considered in Chapter 4. The summary and conclusions of the TS are presented in Chapter 5.



## 2 Highway Network

---

2.1 The Site forms part of the wider Samlesbury Aerodrome Site, which is occupied by BAE Systems. There are 2no gated accesses to the main BAE Samlesbury site, being:

- (i) Main Entrance, on A59 Myerscough Smithy Road,
- (ii) Gate 3A Entrance, on Sir Frederick Page Way.

2.2 Both accesses accommodate vehicles, pedestrians and cycles. The location of the Site in the context of the 2no accesses is indicated on Figure 1.1.

### 2.3 A59 Myerscough Smithy Road

2.3.1 The A59 is a wide single carriageway road. The A59 is subject to a 50mph speed limit and the route benefits from lighting. The **Main Entrance** access road forms a traffic signal-controlled junction with A59 and Bowfields Lane. About 2.7km to the west of the Main Entrance, the A59 forms a traffic signal-controlled junction with A677. A comprehensive junction improvement scheme was undertaken at this junction as part of earlier phases of development under outline permission (SRBC ref 07/2006/0824/OUT).

2.3.2 The A59 is a bus route and there are bus stops, with shelters, in close proximity to the Main Entrance. These cater for eastbound and westbound bus travel.

2.3.3 There is pedestrian and cycle infrastructure along the A59. This mainly takes the form of shared footway/cycleways. These are identified on Figure 1.1 together with the extent of on-carriageway cycle lanes on the western section of the A59.

### 2.4 Sir Frederick Page Way

2.4.1 Sir Frederick Page Way is a single carriageway road. It is subject to a 30mph speed limit and is a Clearway (stopping prohibited). It was constructed in 2018 to serve the Samlesbury Enterprise Zone, and to provide a link between the A59 and A677. There is a 3.0m wide shared footway/cycleway on the north side of the road. The Gate 3A Entrance access road forms a signal-controlled junction with Sir Frederick Page Way, and the access to a smaller BAE site. To the north of the signal-controlled junction Sir Frederick Page Way widens to a dual carriageway.

2.4.2 To the north of the Gate 3A Entrance junction, Sir Frederick Page Way forms a traffic signal-controlled junction with the A59. To the south of BAE Samlesbury, Sir Frederick Page Way forms a



traffic signal-controlled junction with A677 Preston New Road. All of the traffic signal junctions in the vicinity of the Site have assisted pedestrian crossing facilities.



## 3 Parking & Access

---

### 3.1 Pre-Application Advice

3.1.1 The applicant sought pre-application advice from Ribble Valley Borough Council (RVBC). With respect to parking, the RVBC consultation response, dated 10 September 2025, advises:

*"Parking would need to be provided commensurate with the size of the building and its proposed use.*

*I also have some concerns over the provision of parking to serve this building. With the amount of parking required for the amount of floor space of 7,200sq.m. for office use of around 1:41 – 1:54 GFA which has been reduced for high accessibility which equates to approximately 133-175 car parking spaces.*

*This could be justified if no additional employees are proposed and demand is not anticipated to increase, however, a proposed car park management plan indicating where staff will park in relation to the existing and proposed buildings around the overall site will be required in order to inform any further requirements.*

*In particular, the building should have parking, disabled parking, motorcycle and cycle provision as well as bin stores located as close as possible to the building that it is proposed to serve and these should be clearly marked as such. An overall car park management plan for the site together with an updated travel plan would be useful in assessing the proposed requirements."*

### 3.2 Existing Situation

3.2.1 When the original modular building was functional, there was a total of 62 car park spaces within the application Site boundary. This comprised 4no disabled spaces and 58 general spaces. The existing car parking is shown on **Wilson Mason Drg No CEB-WMA-XX-ST-DR-A-00-002**.

### 3.3 Proposed Development

3.3.1 The proposed development comprises a modular office block providing a total of 7000sm of floorspace over three floors. The proposed Site layout is shown on **Wilson Mason Drg No CEB-WMA-XX-ST-DR-A-00-003**.



3.3.2 Based on the advice from RVBC, the scheme should provide between 133-175 parking spaces. BAE have confirmed that they will provide the higher number of 175 spaces. This is to be achieved by providing:

- 22no spaces on the proposed re lined car park to the west of the site in close proximity to the proposed office building;
- 153no spare spaces allocated at parking areas in Zone 6 & Zone 14 (the spaces available in both Zone 6 and Zone 14 parking areas exceed the 153 spaces provided).

3.3.3 Wilson Mason Drg No CEB-WMA-XX-ST-DR-A-00-003 shows the 22no general spaces located adjacent to the proposed building. **Drg No SAM-000-SITE-DR-007** shows the proposed parking areas. These are the Zone 6 parking area located to the south of the overall Salmesbury site and the Zone 14 parking area located to the east of the Salmesbury site.

### 3.3.4 Disabled Parking

3.3.4.1 The previous arrangement provided 4no disabled spaces for the original modular building that accommodated 250 staff members. The new building will accommodate 560 staff members, being a 2.25x uplift. The increase to 9no disabled spaces is pro-rata to the increase in staff numbers.

3.3.4.2 Wilson Mason Drg No CEB-WMA-XX-ST-DR-A-00-003 shows the 9no disabled spaces located adjacent to the proposed building

### 3.3.5 Motorcycle Parking

3.3.5.1 The JLSP parking standards that applied at the time of the original outline planning consent required that 1 motorcycle parking space should be provided for every 25 car parking spaces. For the proposed 175 parking spaces, this would be 7no motorcycle spaces. Therefore, it is proposed to provide a covered shelter for 7no motorcycles as part of the proposed development. The location of the proposed motorcycle parking is shown on Wilson Mason Drg No CEB-WMA-XX-ST-DR-A-00-003 and is close to the building entrance.

### 3.3.6 Cycle Parking

3.3.6.1 The JLSP parking standards that applied at the time of the original outline planning consent required that 1 cycle parking space should be provided for every 10 car parking spaces. For the proposed 175 parking spaces, this would be 18no cycle spaces. Therefore, it is proposed to provide a covered shelter for 18no cycles as part of the proposed development. The location



of the proposed cycle parking is shown on Wilson Mason Drg No CEB-WMA-XX-ST-DR-A-00-003 and is close to the building entrance.

3.3.6.2 There are shower and changing facilities provided within the proposed development. This offers positive encouragement to staff members to cycle to work.

### **3.3.7 Car Park Management Strategy**

3.3.7.1 The BAE Transport Committee Team monitor car parking across the wider Samlesbury Site.

3.3.7.2 Staff members based in the proposed modular building will be advised to park in Zones 6 and 14. The usage of Zones 6 and 14 will be monitored by the BAE Transport Committee Team on an on-going basis. In the unlikely event that parking usage exceeds the available capacity in Zones 6 and 14 then staff members will be advised of alternative parking locations.

3.3.7.3 The proposed modular office development will not introduce any additional staff to the Samlesbury site and the current parking provision on the site is in excess of the demand, therefore the current car parking provision on site will be able to effectively accommodate the staff of the proposed modular office development.

## **3.4 Access and Servicing**

3.4.1 The proposed development is to be accessed via the existing BAE Systems internal road network. The car park is located to the west of the Main Entrance.

3.4.2 The wider BAE Site includes a network of segregated pedestrian footways to facilitate access to existing buildings. There is footway between the application Site and the main BAE car park, to the east. There is an existing zebra crossing connecting the footway to the Site. It is proposed to maintain the zebra crossing to facilitate pedestrian access to the proposed building from the car park and elsewhere at the Site.

3.4.3 The proposed development is to provide a delivery bay. This is located near to the building entrance. This is shown on Wilson Mason Drg No CEB-WMA-XX-ST-DR-A-00-003.



## 4 Net Change in Traffic

---

- 4.1 The proposed development comprises a modular office building providing 7,000sm of floorspace. The proposed building will accommodate about 560 staff.
- 4.2 Around 250 members of staff that will use the new building were housed in the original office building that occupied the application Site before it was demolished in 2024. There are also staff members currently located in other parts of the wider BAE Site that will be based in the new building. These staff members are already based at BAE Samlesbury and their travel patterns will be unchanged. Therefore, there is no traffic impact at the BAE entrance gates, or the wider highway network.
- 4.3 There is small number of staff who currently work from home will return to the BAE Samlesbury Site and will be accommodated in the proposed modular office building. These members of staff will generate traffic movements at the BAE entrance gates and the wider highway network. However, these are not new traffic movements as they were based at the Site prior to 2020 and their travel patterns have been accommodated by the local highway network in the recent past.
- 4.4 The proposed building is located fairly centrally within the BAE Samlesbury site. All BAE staff are permitted to use either the Main Entrance or Gate 3A. The choice of BAE access is likely to be largely dependent on the origin/destination of their journey to/from BAE Samlesbury.
- 4.5 There are three junction connections with the wider highway network that staff can use, being:
- (i) Main Entrance on A59 Myerscough Smithy Road,
  - (ii) A59 Myerscough Smithy Road/Sir Frederick Page Way, and
  - (iii) A677 Preston New Road/Sir Frederick Page Way.

This helps to distribute BAE traffic across the local network. The Sir Frederick Page route between the A59 and A677 is relatively new and opened in 2018. This has helped to better distribute BAE traffic with the introduction of a dedicated access route to/from A677 Preston New Road. Prior to this, BAE staff with an origin destination to the east/Blackburn would need to use either Branch Road through Mellor Brook, or pass through the A59/A677 junction.

- 4.6 All three access junctions on the A59 and A677 are purpose-built, high capacity, traffic signal-controlled junctions. The junctions include dedicated left and right turn entry lanes and multiple



exit lanes from the BAE Site. The junctions have been designed to accommodate high surge traffic flows associated with the BAE start and finish times.

- 4.7 Taking into account all of the above, it is considered that the proposed development is highly unlikely to have a material impact on the functioning of the BAE access gates or the local highway network.



## 5 Summary and Conclusions

---

- 5.1 The Site forms part of the wider BAE Samlesbury site and is currently vacant. The proposed development is for an office building with a floor area of approximately 7,000sm for 560 BAE staff.
- 5.2 Around 250 members of staff that will use the new building were housed in the original office building that occupied the application Site before it was demolished in 2024. There are also staff members currently located in other parts of the wider BAE Site that will be based in the new building. These staff members are already based at BAE Samlesbury and their travel patterns will be unchanged. Therefore, there is no traffic impact at the BAE entrance gates, or the wider highway network.
- 5.3 There will be a small number of staff who will return to the BAE Site having worked from home following the Covid pandemic. Vehicles generated by these returning staff members are not strictly new traffic movements as they were based at the Site prior to 2020 and their travel patterns have been accommodated by the local highway network in the recent past. Notwithstanding this, the BAE Samlesbury Site benefits from 3no purpose-built, high-capacity traffic signal junctions that connect with the local highway network. This helps to distribute BAE traffic across the A59 and A677 routes. The Sir Frederick Page Way route between the A59 and A677 is relatively new and opened in 2018. This has helped to better distribute BAE traffic with the introduction of a dedicated access route on A677 Preston New Road. This is particularly useful for staff members with an origin/destination to the east/Blackburn.
- 5.4 Taking all of the above into account, it is considered that the proposed development is highly unlikely to have a material impact on the functioning of the local highway network.
- 5.5 RVBC have advised that development should provide between 133 and 175 parking spaces. BAE have confirmed that the development will offer 175 spaces. This is to be achieved by providing:
- 22no spaces on the proposed re-lined car park to the west of the site in close proximity to the proposed office building;
  - 153no spare spaces allocated in the Zone 6 and Zone 14 parking areas.
- 5.6 It is proposed to provide 9no disabled parking spaces close to the building entrance.



- 5.7 The proposed development will also provide 18no cycle spaces and 7no motorcycle spaces that will all be covered. These are complemented by shower and changing facilities within the proposed building.
- 5.8 It is concluded that there is no highways/transportation reason for refusal of planning permission.

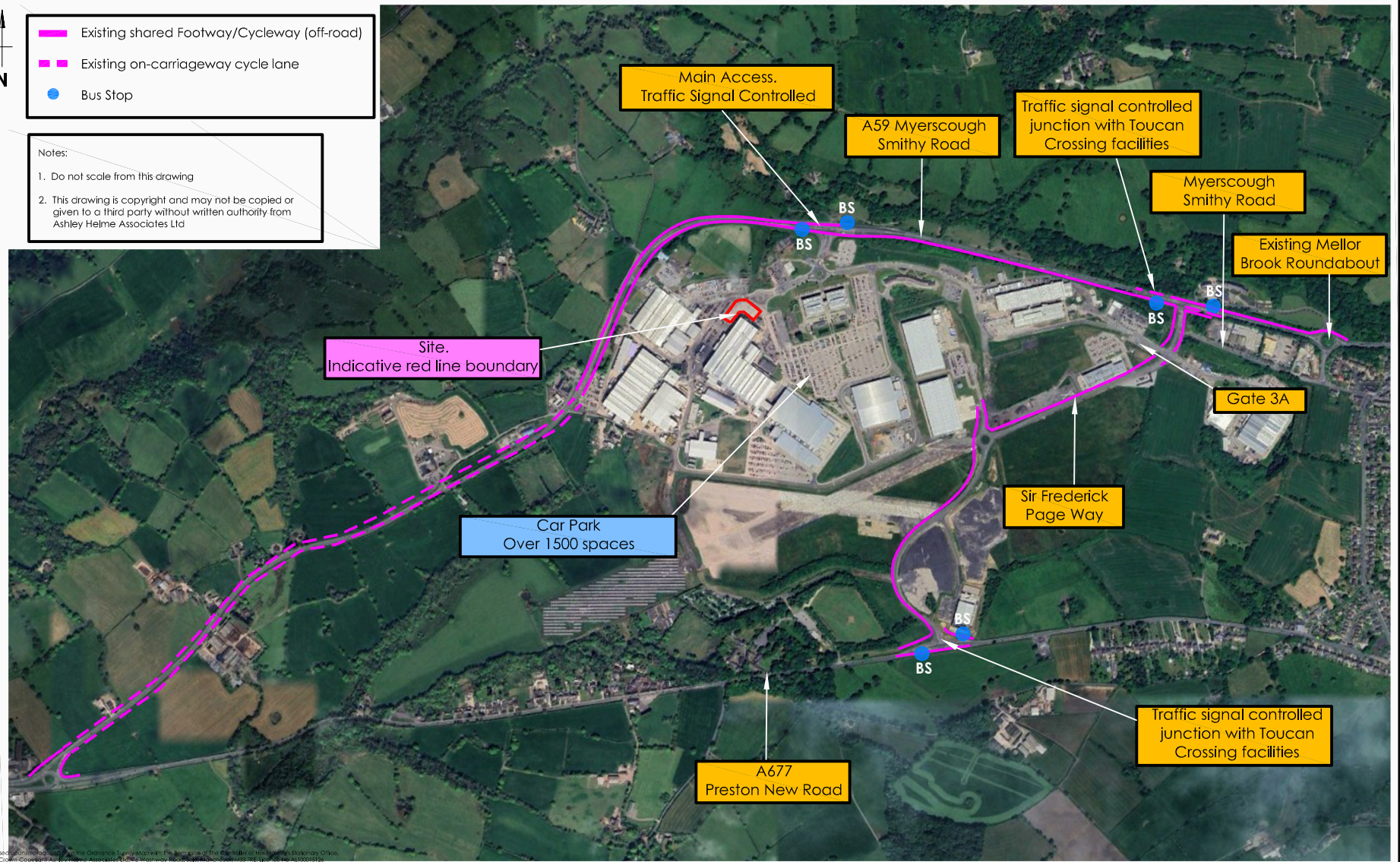
## Figures

---



- Existing shared Footway/Cycleway (off-road)
- Existing on-carriageway cycle lane
- Bus Stop

Notes:  
1. Do not scale from this drawing  
2. This drawing is copyright and may not be copied or given to a third party without written authority from Ashley Helme Associates Ltd

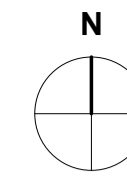


Based on Ordnance Survey data and the Ordnance Survey Map with the permission of The Controller of Her Majesty's Stationery Office. © Crown Copyright and the Ordnance Survey. All rights reserved. Ordnance Survey Licence number: 100019735

Project SAMLESBURY	Title LOCATION PLAN	Drawing No FIGURE 1.1	Rev
Client BAE SYSTEMS		Date SEPTEMBER 2025	Scale NTS
		 <b>ASHLEY HELME ASSOCIATES</b>	

# Drawings

---



**Drawing Numbering Key**

This drawing is copyright and owned by Wilson Mason Architects and may not be reproduced or used unless accepted in writing.

**DO NOT SCALE** this drawing (printed or electronic version). Principal Contractor and Contractors must check all dimensions from site. This drawing is to be read in conjunction with all other Architects drawings and information and all other consultants' drawings and information.

All BIM elements other than Architecture, have been imported from the relevant consultant's BIM model. reference should be made to the individual consultant's drawings for their specific elements of work.

Discrepancies and / or ambiguities within this drawing, between it and information given elsewhere, must be reported immediately to Wilson Mason for clarification before proceeding.

All works are to be carried out in accordance with the latest CDM Safety Standards, Building Regulations, British Standards and Industry regulatory codes of practice and guidance unless specifically directed otherwise.

The Principal Contractor and Contractors are to ensure all works are carried out in accordance with current manufacturers specific requirements.

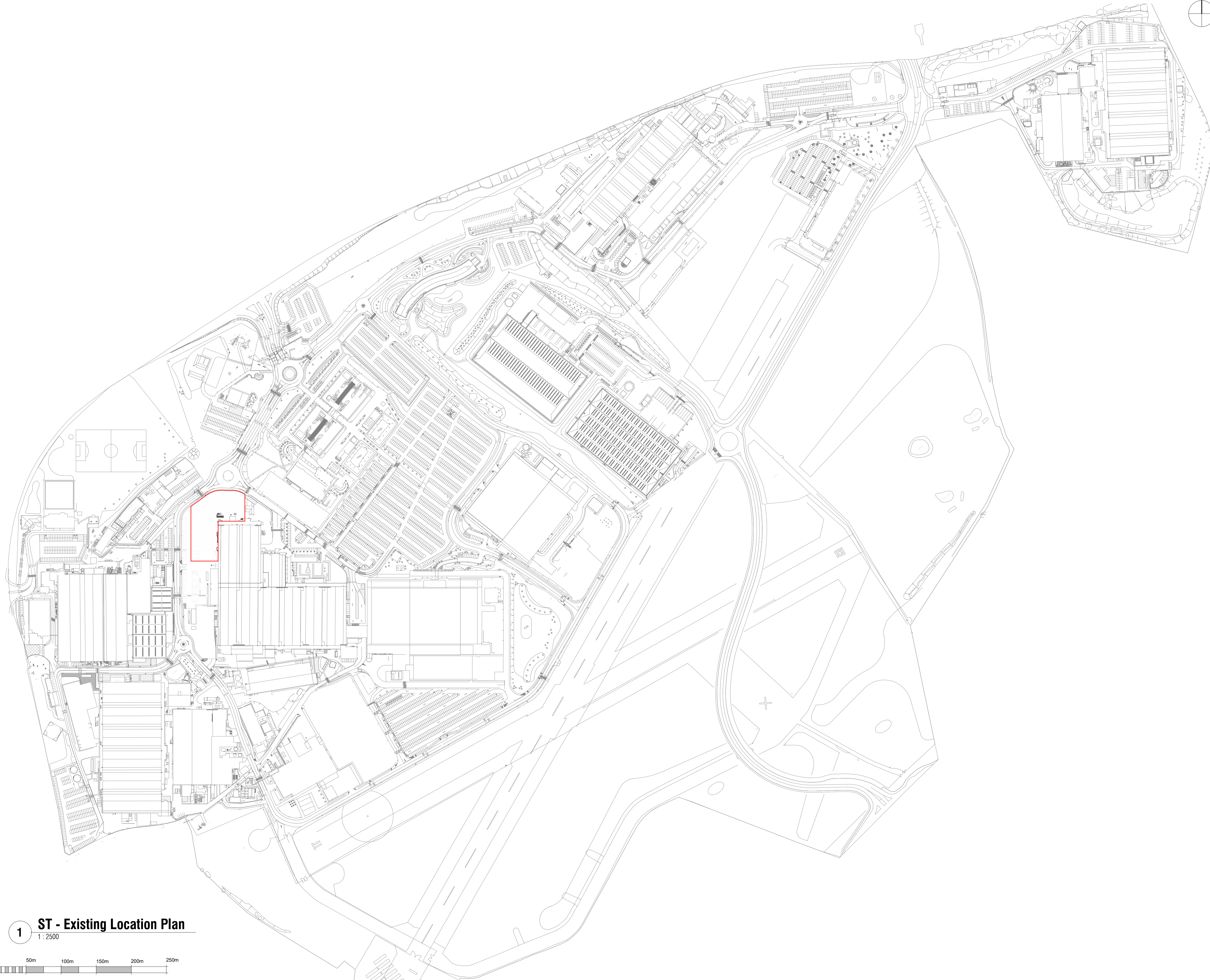
Responsibility for the reproduction of this drawing in paper form, or if issued in electronic format, lies with the recipient to check that all information has been replicated in full and is correct when compared to the original paper or electronic image. Graphical representations of coordinated equipment on this drawing are approximations only. Please refer to the Specifications and / or Details for actual sizes and / or specific contractor construction information.

This original document is issued for the purpose indicated below and contains information of confidential nature. Further copies and circulation will be strictly in accordance with the confidentiality agreement under the contract.

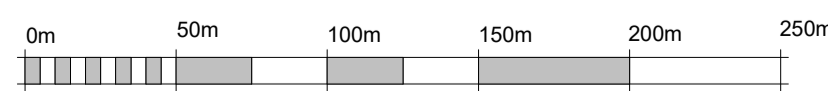
**This Drawing Should be Printed in Colour**

**Site Location Plan Key**

 Red Line indicates Application Boundary and Extent of Proposed Site Works  
Area = 3880m<sup>2</sup> (0.388ha)



**1 ST - Existing Location Plan**  
1 : 2500



VISUAL SCALE 1:2500 @ A1

P01	Issued for Planning Pre-Application Client Review	18.07.2025	TP	JP
Rev	Description	Date	Drawn	Checked
Revision Schedule				

Client:

Project: CEB Modular Office

Title: Location Plan

Project no:	Scale:	Drawn by:	Checked by:	Date:
7348	As indicated @A1	TP	JP	17.07.2025
Drawing no:	Status:	Rev:		
CEB-WMA-XX-ST-DR-A-00-001	S0	P01		

**WILSON MASON**  
architecture and interior design

North: Spring Lane, Upland House, Sarnesbury, Lancashire, PR5 0UX  
Tel: 01752 877455  
E: north@wilsonmason.co.uk

London: 12 Albemarle Way, London, EC1V 4JB  
Tel: 020 7637 1501  
E: london@wilsonmason.co.uk

W: www.wilsonmason.co.uk.

**Wilson Mason Architecture and Interior Design**

**Drawing Numbering Key**

This drawing is copyright and owned by Wilson Mason Architects and may not be reproduced or used unless accepted in writing.

**DO NOT SCALE** this drawing (printed or electronic version). Principal Contractor and Contractors must check all dimensions from site. This drawing is to be read in conjunction with all other Architects drawings and information and all other consultants' drawings and information.

All BIM elements other than Architecture, have been imported from the relevant consultant's BIM model; reference should be made to the individual consultant's drawings for their specific elements of work.

Discrepancies and / or ambiguities within this drawing, between it and information given elsewhere, must be reported immediately to Wilson Mason for clarification before proceeding.

All works are to be carried out in accordance with the latest CDM Safety Standards, Building Regulations, British Standards and Industry regulatory codes of practice and guidance unless specifically directed otherwise.

The Principal Contractor and Contractors are to ensure all works are carried out in accordance with current manufacturers specific requirements.

Responsibility for the reproduction of this drawing in paper form, or if issued in electronic format, lies with the recipient to check that all information has been replicated in full and is correct when compared to the original paper or electronic image. Graphical representations of coordinated equipment on this drawing are approximations only. Please refer to the Specifications and / or Details for actual sizes and / or specific contractor construction information.

This original document is issued for the purpose indicated below and contains information of confidential nature. Further copies and circulation will be strictly in accordance with the confidentiality agreement under the contract.

**This Drawing Should be Printed in Colour**

**Existing Site Plan Key**

- Red Line indicates Application Boundary and Extent of Proposed Site Works  
Area = 6153.1m<sup>2</sup> (0.615ha)
- Grey Hatches Indicate Existing Buildings on Site
- Hatches Indicate Plant and Equipment
- Grey dashed line indicates outline of existing single storey modular building previously located on the site, now demolished.

PO2	Issued for Client Sign Off	14.09.2025	TP	JP
PO1	Issued for Planning Pre-Application Client Review	18.02.2025	TP	JP
Rev	Description	Date	Drawn	Checked

Client: **BAE SYSTEMS**

Project: Samesbury Modular Office

Title: Existing Site Plan

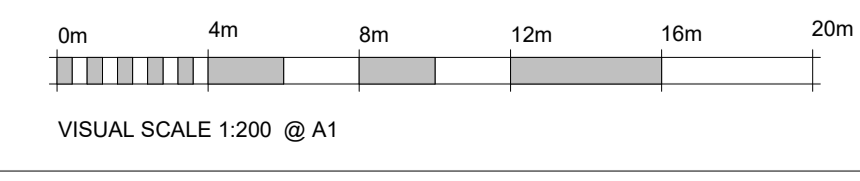
Project no:	Scale:	Drawn by:	Checked by:	Date:
7348	As indicated @A1	TP	JP	16.07.2025
Drawing no:	Status:	Rev:		
CEB-WMA-XX-ST-DR-A-00-002	SO	P02		

**WILSON MASON**  
architecture and interior design

North: Spring Lane, Upland House, Samesbury, Lancashire, PR5 0UX  
Tel: 01752 877455  
E: north@wilsonmason.co.uk

London: 12 Albemarle Way, London, EC1V 4JB  
Tel: 020 7637 1501  
E: london@wilsonmason.co.uk

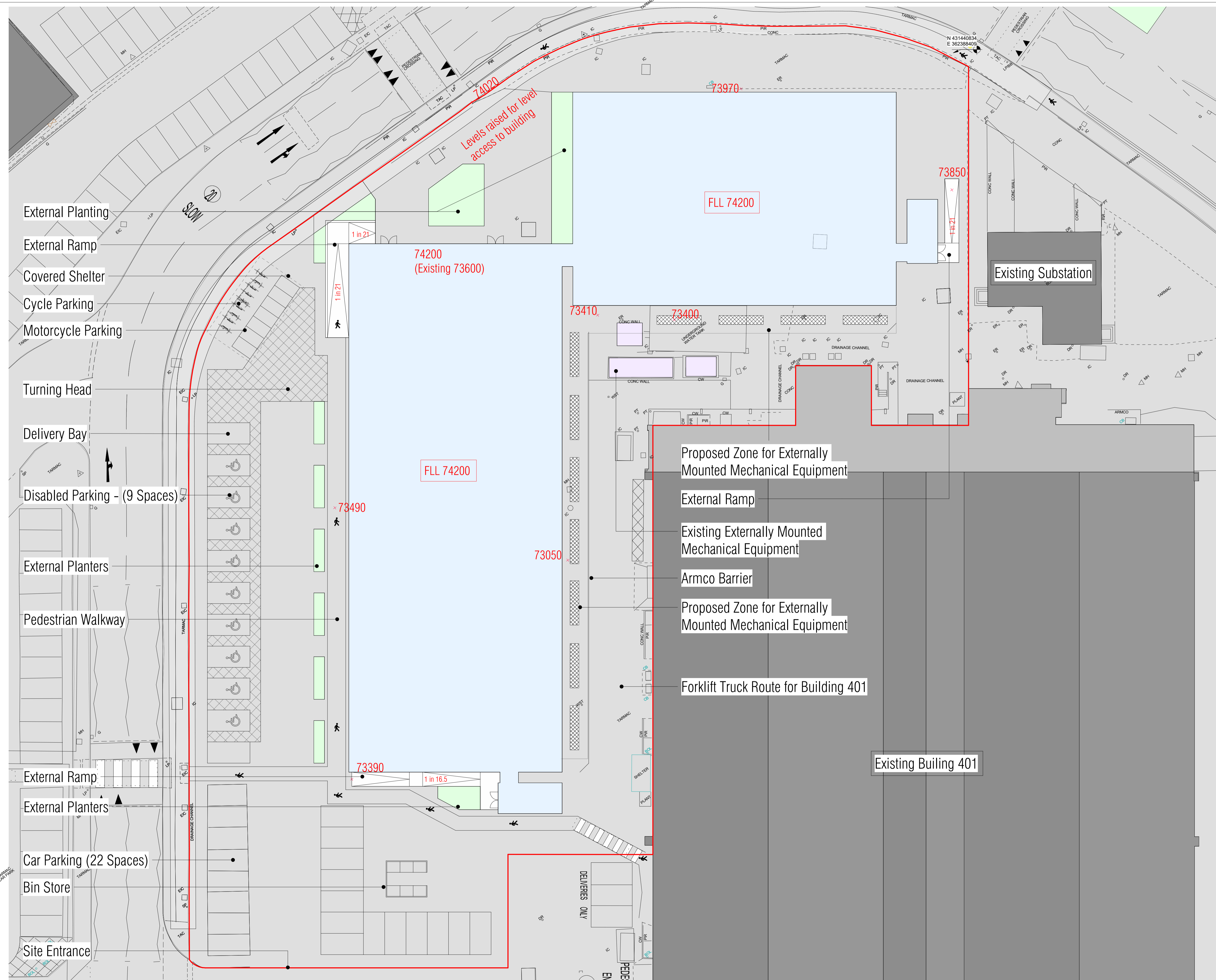
W: www.wilsonmason.co.uk



**1 ST - Existing Site Plan**  
1:200

**Proposed Site Plan Key**

- Red Line indicates Application Boundary and Extent of Proposed Site Works  
Area = 6153.1m<sup>2</sup> (0.615ha)
- Grey Hatches Indicate Existing Buildings on Site
- Blue Hatch Indicates Proposed 3 Story Building Extents  
GF GfA: 2342m<sup>2</sup>  
Total GfA: 7026m<sup>2</sup>



0m 4m 8m 12m 16m 20m

1 **ST - Proposed Site Plan**

1 : 200

VISUAL SCALE 1:200 @ A1

P03	Issued for Client Sign Off	14.06.2025	TP	JP
P02	Issued for Planning Pre-Application Client Review	16.02.2025	TP	JP
P01	Issued for Preliminary Review	09.02.2025	TP	JP
Rev	Description	Date	Drawn	Checked
Revisions Schedule				

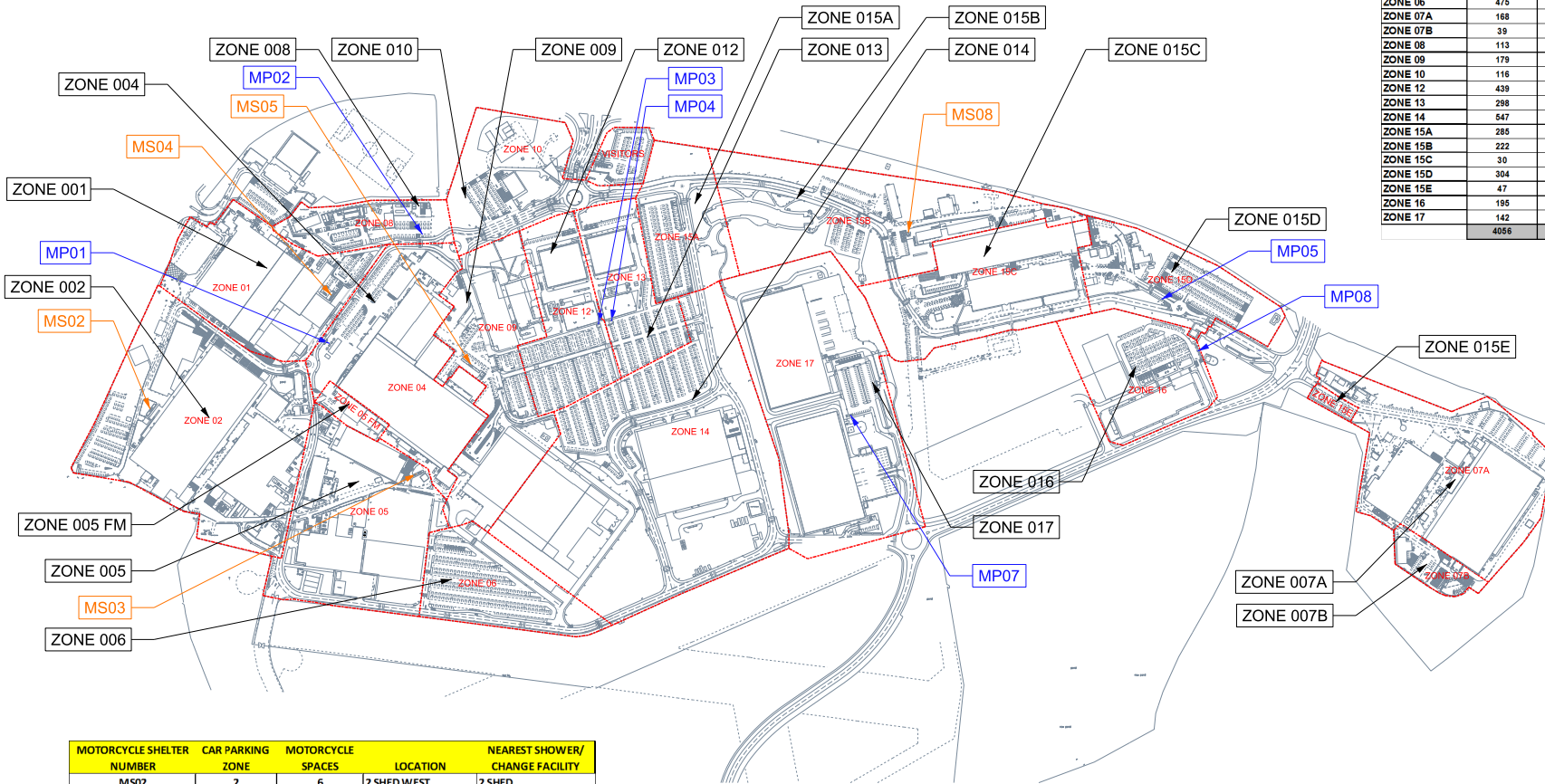
Client: **BAE SYSTEMS**

Project: Samsbury Modular Office

Title: Proposed Site Plan

Project no:	Scale:	Drawn by:	Checked by:	Date:
7348	As indicated @A1	TP	JP	09.07.2025
Drawing no:	Status:	Rev:		
CEB-WMA-XX-ST-DR-A-00-003	S0	P03		

ZONE	ZONE TOTAL	GENERAL SPACES	RESERVED SPACES (CONTRACTORS / VISITORS / ETC)	DISABLED	ELECTRIC VEHICLE CHARGING
Visitors Car Park	124	118	0	6	0
ZONE 01	67	56	7	4	0
ZONE 02	220	201	12	5	2
ZONE 04	135	116	11	8	0
ZONE 05	13	5	5	3	0
ZONE 05FM	22	20	0	0	2
ZONE 06	475	468	0	7	0
ZONE 07A	168	165	0	3	0
ZONE 07B	39	34	0	3	2
ZONE 08	113	81	50	2	0
ZONE 09	179	162	9	8	0
ZONE 10	116	116	0	0	0
ZONE 12	439	432	1	6	0
ZONE 13	298	291	1	6	0
ZONE 14	547	539	0	4	4
ZONE 15A	285	287	18	2	0
ZONE 15B	222	205	7	10	0
ZONE 15C	30	30	0	0	0
ZONE 15D	304	288	8	6	2
ZONE 15E	47	47	0	0	0
ZONE 16	195	183	0	10	2
ZONE 17	142	123	10	9	0
	4056	3809	137	98	14



MOTORCYCLE SHELTER NUMBER	CAR PARKING ZONE	MOTORCYCLE SPACES	LOCATION	NEAREST SHOWER/CHANGE FACILITY
MS02	2	6	2 SHED WEST	2 SHED
MS03	5	9	4 SHED SOUTH	4 SHED FIRST FLOOR
MS04	1	5	114 BUILDING	102 BUILDING
MS05	9	15	402 BUILDING	4 SHED FIRST FLOOR
MS08	15B	0	3A SHED WEST	3A SHED
<b>TOTAL</b>		<b>35</b>		

MOTORCYCLE PARKING NUMBER	CAR PARKING ZONE	MOTORCYCLE SPACES	LOCATION	NEAREST SHOWER/CHANGE FACILITY
MP01	4	12	4 SHED NORTH	4 SHED FIRST FLOOR
MP02	8	2	420 BUILDING NORTH	420 BUILDING
MP03	12	8	608 BUILDING SOUTH	608 BUILDING
MP04	13	8	609 BUILDING SOUTH	609 BUILDING
MP05	15D	8	3A16 BUILDING EAST	3A16 BUILDING
MP07	17	8	903 SOUTH	903 BUILDING
MP08	16	14	902 EAST	902 BUILDING
<b>TOTAL</b>		<b>60</b>		

<b>TOTAL NUMBER OF MOTORCYCLE SPACES ON SITE</b>	<b>95</b>
--	-----------

NOTE  
PLEASE ENSURE THAT ALL SITE PERSONNEL INFORM THE CAR PARKING ADMINISTRATION OFFICE WHEN THEIR PERSONAL DETAILS HAVE CHANGED. (TELEPHONE : 66900)  
IE :  
VEHICLE INFORMATION  
SITE LOCATION  
SITE CONTACT TELEPHONE No.

- LEGEND
- CAR PARK ZONE BOUNDARY
  - ZONE 14 CAR PARK ZONE NUMBER
  - MSXX SAMLESBURY MOTORCYCLE SHELTER
  - MPXX SAMLESBURY MOTORCYCLE PARKING
  - ZONE XXX CAR PARK ZONE

No part of this drawing may be copied or reproduced or any information contained on this drawing given to a third party without the prior written permission of:  
**Infrastructure and Facilities Services - Air**  
**BAE Systems (Operations) Ltd.**  
This drawing contains information, as held on the I&FS FM CAD System at the date of printing only... 11/11/2025

Record Type	SITE UTILITIES AND SERVICES	Classification	STATUTORY
Title	SITE CAR PARKING INFRASTRUCTURE		
Record Owner	SERVICES		
Designer	B DAMES	Date Reviewed	09/11/2022
Next Review Date	09/11/2025		
Scale	1:5000 @ A1	Zone Number	SITE000
Drawing Reference	SAM-000-SITE-DR-007		
Rev.	007		
Rev.	N/A		
<b>Infrastructure and Facilities Services - Air</b> BAE SYSTEMS SAMLESBURY AERODROME BLACKBURN LANCASHIRE BB2 7LP Tel: 03300 476166 Samesbury Site Company Marking BAE SYSTEMS PROPRIETARY Government Marking NOT APPLICABLE			