

Transport Note

Proposed Residential Development at

**37 Barfield Park
Lancing, West Sussex**

On behalf of

The Community Stadium Limited

February 2026

Document History and Status

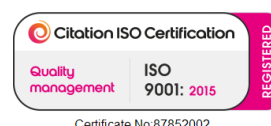
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1 Non Technical Summary

- 1.1 This Transport Note has been undertaken in accordance with the National Planning Policy Framework on behalf of The Community Stadium Limited in support of a Full Planning Application for the construction of a medical facility at ground floor housing an MRI scanner and two 2 bedroom residential dwellings above with associated car parking spaces, hardstanding and landscaping on the site of the former bungalow at 37 Barfield Park, Lancing, West Sussex
- 1.2 This Transport Note is to be read in conjunction with all planning, architectural and other reports that accompany the Planning Application for the proposed development.
- 1.3 This Transport Note addresses the following areas:
 - Audit of existing amenities and travel infrastructure
 - Site access
 - Cycle and car parking provision
- 1.4 The site is in a well established residential area with a range of local amenities and close access to public transport.
- 1.5 The trips generated by the development will not be sufficient to have any measurable effect on the local highway network and the development proposals are appropriate in this location.

2 Existing Site

2.1 Site Location

- 2.1.1 The development site is located at 37 Barfield Park, Lancing, West Sussex, BN15 9DF and centred on Ordnance Survey reference TQ 188 049.



Image 1: Site Location

- 2.1.2 The site is surrounded by residential properties and bounded on its north side by Mash Barn Lane and at the southwest corner of the site by Barfield Park.
- 2.1.3 A copy of the site location plan is located in Appendix 1 at the rear of this report.
- ### 2.2 Site Description
- 2.2.1 The site is approximately 1,215m² in area and currently comprises the site of the demolished former Bungalow (37 Barfield Park), the existing garage of 36 Barfield Park, and the existing access from Barfield Park.
- 2.2.2 Vehicle and pedestrian access is available from Barfield Park at the southwest corner of the site.
- 2.2.3 A copy of the existing site layout plan is located in Appendix 2 at the rear of this report.

2.3 Local Amenities

- 2.3.1 The main pedestrian and cycle desire lines are to the west and south towards Lancing Village Centre and the public transport links.
- 2.3.2 There are a number of key services available within Lancing Village Centre along and around South Street and North Road within 1 kilometre of the site.
- 2.3.3 Village Centre amenities include a post office, public library, GP surgeries, dental practices, pharmacies, food stores and banks.

3 Existing Transport Infrastructure

3.1 Pedestrians and Cyclists

- 3.1.1 There are pedestrian footways on both sides of Barfield Park to the southwest of the site and Mash Barn Lane to the north of the site.
- 3.1.2 There are no dedicated cycle facilities in the surrounding area however cycling is available alongside other road users on the local highway network.
- 3.1.3 The South Coast Cycle Route (National Cycle Route 2) is located 1.6km to the south along the seafront promenade adjacent to Lancing Beach. The route is off carriageway until Worthing Pier to the west and West Beach Road to the east where it continues on carriageway to Shoreham and Brighton.

3.2 Public Transport

- 3.2.1 The nearest bus stops to the site are located on Shadwells Road 265m to the west of the site and are known as the Mash Barn Estate stops. They provide access to the number 9 bus which operates an hourly service between Shoreham and Littlehampton.
- 3.2.2 The number 7 bus to Worthing and the 106 bus between Worthing and Henfield together with the X5 bus between Littlehampton and the Holmbush Centre in Shoreham can be accessed from the Crabtree Lane stops on Grinstead Lane, 420m to the west of the site.
- 3.2.3 The number 16 Lancing Worthing Circular bus service, the 19 Lancing Shoreham service and the Pulse service to Durrington via Worthing can be caught from North Road, a 740m walk to the west of the site.
- 3.2.4 The Stagecoach 700 Coastliner service between Southsea and Brighton passes along the A259 1.5km to the south of the site.
- 3.2.5 Lancing Railway Station is located approximately 1 km distance to the west of the site.
- 3.2.6 The station is on the Southern Coastway and Mainline West routes between Brighton and Southampton and has direct services to Brighton and Portsmouth including intermediate stations and to London Victoria via Hove and Gatwick Airport.
- 3.2.7 On weekdays there are 4 trains per hour to Brighton, 2 trains per hour to West Worthing, 1 train per hour to Littlehampton, 1 train per hour to London Victoria via Hove and 1 train per hour to Southampton Central.

3.3 Highway Network

3.3.1 Barnfield Park and Mash Barn Lane are subject to a 30mph speed limit

3.3.2 The A27 Old Shoreham Road is located a 1km drive to the north of the site via the A2025 Grinstead Lane and the A259 Brighton Road is 1.5km to the south of the site via the A2025 Grinstead Lane.

4 Development Proposals

4.1 Description

- 4.1.1 The development proposals are for the construction of a medical facility at ground floor housing an MRI scanner and two 2 bedroom residential dwellings above with associated car parking spaces, hardstanding and landscaping.

4.2 Anticipated vehicle trips

- 4.2.1 The MRI medical facility will have 3 full time staff who are currently located at the American Express Elite Football Performance Centre to the east of the site. There is no associated increase in vehicle trips.
- 4.2.2 A maximum of two patients are anticipated at any one time.
- 4.2.3 The majority of the patients will be located at the American Express Elite Football Performance Centre and will access the facility via a private entrance from the training ground with no associated trips on the local highway network.
- 4.2.4 Private patients not associated with the American Express Elite Football Performance Centre will be limited to two per day.
- 4.2.5 The residential flats are anticipated to generate a combined average of 4 in and outbound vehicle trips per day.
- 4.2.6 The vehicle trips associated with the proposed development are too low to have a measurable impact on the local highway network.

4.3 Pedestrian and Cycle Access

- 4.3.1 Pedestrian and cycle access to the site will be available from Mash Barn Lane and from Barfield Park via the new footway link between the two.

4.4 Vehicular Access

- 4.4.1 Vehicular access to the two new dwellings will be via new vehicular crossovers on to Mash Barn Lane.
- 4.4.2 Visibility splays of 2.4 x 43m are available onto Mash Marn Lane.
- 4.4.3 A copy of the proposed site layout plan showing visibility splays is located in Appendix 3 at the rear of this report.

5 Parking Standards and Proposed Provision

5.1 Cycle Parking Requirement

5.1.1 West Sussex County Council Guidance on Parking at New Developments dated September 2020 specifies cycle parking requirements as follows:

Type	Dwelling Size	Cycle Provision (per unit)
Flats	Up to 3 rooms (1&2 bed)	0.5 space (if communal storage otherwise same as 1 & 2 bed house)
Houses	Up to 4 rooms (1&2 bed)	1 space

Table 1: Residential Cycle Parking Requirement

5.1.2 With regard to medical or health services the guidance specified Site-specific assessment based on travel plan and needs.

5.2 Car Parking Demand

5.2.1 West Sussex County Council Guidance on Parking at New Developments dated September 2020 specifies vehicle parking demand based on Parking Behaviour Zones.

Number of Bedrooms	Number of Habitable Rooms	Parking Behaviour Zone				
		1	2	3	4	5
2	4	1.7	1.7	1.3	1.1	1.1

Table 2: Residential Parking Demand

5.2.2 The development is located in Parking Behaviour Zone 4.

5.2.3 With regard to medical or health services the guidance specifies site specific assessment based on travel plan and needs.

5.3 Proposed Provision

5.3.1 The development proposals incorporate one car parking space for each of the new dwellings. Both properties will be equipped with an EV charging point.

5.3.2 Parking for the medical facility will be provided with 2 spaces for private patients. Parking for staff and players will be accommodated within the American Express Elite Football Performance Centre with no additional spaces required beyond the existing provision.

- 5.3.3 Cycle parking for will be provided with a Sheffield hoop at the entrance to the medical facility and within internal bike stores for residential use.
- 5.3.4 Garden sheds will be provided for the dwellings if the need is required.

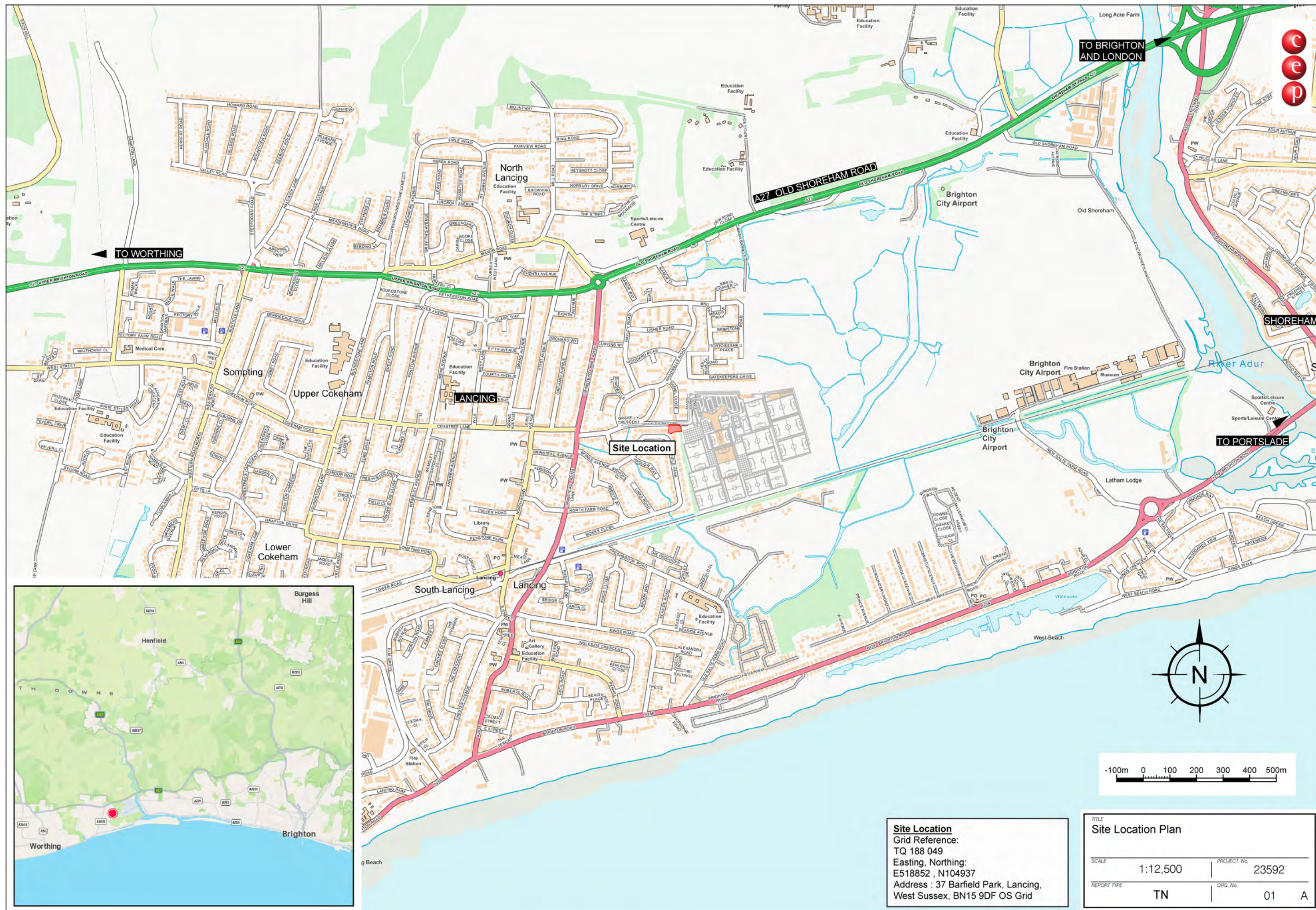
6 Conclusions

- 6.1 The site is in a well established rural residential area with a of range local amenities and close access to public transport.
- 6.2 Vehicular access to the two new dwellings will be via a new vehicular crossover on to Mash Barn Lane.
- 6.3 Visibility splays of 2.4 x 43m are available onto Mash Marn Lane.
- 6.4 Pedestrian and cycle access to the site will be available from Mash Barn Lane and from Barfield Park via a new footway linking the two.
- 6.5 The development proposals incorporate one car parking space for each of the new dwellings. Both properties will be equipped with an EV charging point.
- 6.6 Parking for the medical facility will be provided with 2 spaces for private patients.
- 6.7 Cycle parking for will be provided with a Sheffield hoop at the entrance to the medical facility and within internal bike stores for residential use.
- 6.8 The trips generated by the development will not be sufficient to have any measurable effect on the local highway network and the development proposals are appropriate in this location.

7 List of Appendices, Images, Figures and Tables

Appendix 1	Site Location Plan
Appendix 2	Existing Site Layout Plan
Appendix 3	Proposed Site Layout Plan
Image 1	Site Location
Table 1	Cycle Parking Requirement
Table 2	Residential Parking Demand

Appendix 1
Site Location Plan



Appendix 2
Existing Site Layout Plan

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e
p

MASH BARN LANE

ADJOINING PROPERTY

Brighton and Hove Albion Training ground

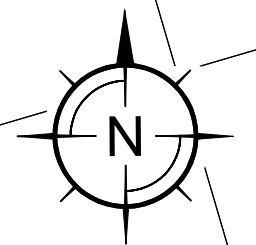
39

38

BARFIELD PARK

35

ADJOINING PROPERTY



-2.5m 0 2.5m 5.0m 7.5m 10m

TITLE Existing Site Layout Plan			
SCALE 1:250		PROJECT No. 23592	
REPORT TYPE TN		DRG. No. 02 A	

Appendix 3
Proposed Site Layout Plan

