

TECHNICAL NOTE

Homefield Primary School

SUBJECT	PROJECT NO.	DATE
Homefield School Transport Note		11 May 2026
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Document history

Revision	Purpose description	Originated	Checked	Reviewed	Authorised	Date
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1.1	Transport Technical Note	AB	AB	RF	BS	24/06/2026

Client signoff

Client		
Project	Homefield Primary School	Project No.
Client signature / date		

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1. Introduction

1.1 Background

AtkinsRéalis has been commissioned by West Sussex County Council (WSCC) to assist with the redevelopment of Homefield Primary school on Chesswood Road, Worthing.

The Homefield Primary school is currently an all-through school, amalgamated in September 2024. It is currently formed of:

- The Homefield Primary School 'Lower' site on Lyndhurst Road (previously called Lyndhurst Infant School)
- The Homefield Primary School 'Upper' site on Chesswood Road (previously called Chesswood Junior school)

In 2014, the former Chesswood Junior school was granted permission to expand to 6 Form Entry (FE) (720 pupils). However, following a borough-wide review, a significant surplus provision of overall places at primary schools in Worthing was identified and a phased reduction of the current surplus places was agreed. This included the amalgamation of Lyndhurst Infant and Chesswood Junior Schools onto the Chesswood Road site to create the all-through Homefield Primary school.

This Transport Note is to support a planning application for:

“Removal of existing structures and erection of a school building, including hard and soft landscaping (with associated structures), alterations to existing elevations, and reconfiguration of the access and parking arrangements”

1.2 Scoping

As part of the scoping stage, the proposed application was considered against the Governments Guidance on “Travel Plans, Transport Assessments and Statements”¹ which provides advice on when Transport Assessments and Transport Statements are required and what they should contain. The guidance indicates that *“where the transport impacts of development are not significant, it may be that no Transport Assessment or Statement or Travel Plan is required”*. Whilst the proposals will increase the number of pupils on site compared to the current situation, the increase would be lower than that already permitted by previous planning applications. Accordingly, it was considered that a Transport Assessment or Statement or Travel Plan was not required, as the total impact of the proposals will not be significant compared to the permitted use on site.

On this basis a Scoping Note was submitted to WSCC highways on 25 February 2026. The proposals were discussed at a follow up meeting on 20 March 2026. An updated note, reflecting WSCC highways comments and minor design changes, was submitted on 14 March 2026 (see Appendix A).

¹ [Travel Plans, Transport Assessments and Statements - GOV.UK](#)

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Through this scoping process it was agreed that the planning application would be supported by:

- A short Transport Note (TN) outlining the context of the proposals in respect of the existing permission. The content of the TN should include:
 - A brief introduction and purpose and scope of note
 - Brief overview of site location, existing conditions and policy review
 - Summary of latest proposals
 - A focus on ensuring the site access is adequate to accommodate vehicles, including a fire tender
 - Summary of construction and operational impacts and why a Transport Statement is not required
 - Reference to a construction management plan – which is assumed will be dealt with as a pre-commencement condition.
- Outline School Travel Plan to include:
 - Objectives and measures that can be implemented prior to school amalgamation, acknowledging a change in age of pupils, aiming to reduce reliance on single-occupancy vehicles and promote sustainable transport options
 - WSCC provided an outline structure (see e-mail response to scoping in Appendix A)
 - Surveys such as travel to school and parking will not be undertaken at this stage, but be proposed after occupation to establish a baseline.

This TN aligns with the above; summarising the proposals and its implications, demonstrating that the development will not generate significant amounts of movement or result in an unacceptable impact on highway safety or severe cumulative impact on the road network compared to the permitted use. An Outline/Interim School Travel Plan has also been produced for Homefield Primary School separately.

1.3 Site context

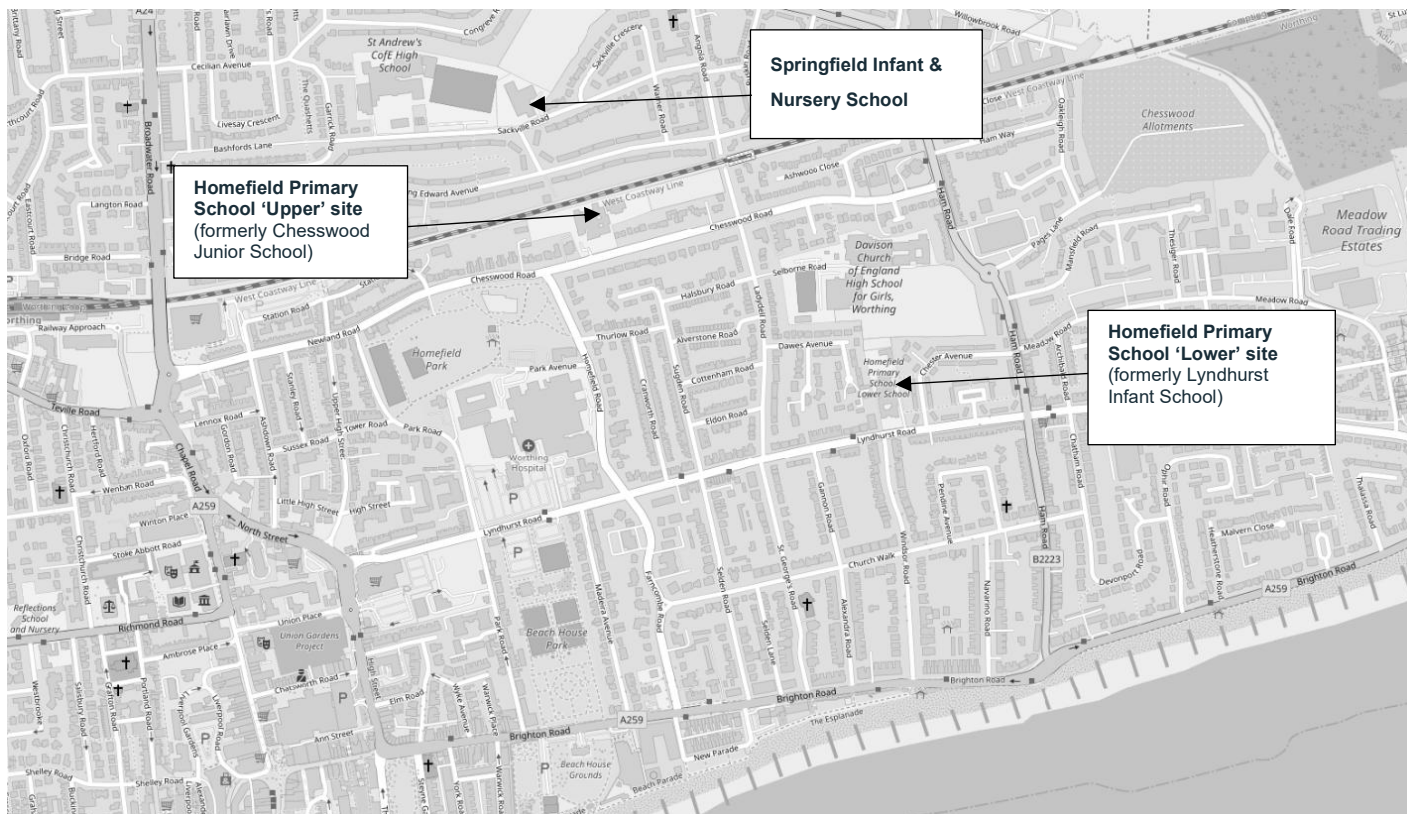
The amalgamated Homefield Primary School 'Upper' site (formerly Chesswood Junior School) campus is shown in Figure 1 and the wider site location of the location of the 'Upper' site, 'Lower' site (formerly Lyndhurst Infant School) and Springfield Infants and Nursery School (which is a feeder school to the amalgamated Homefield Primary School) are indicated in Figure 2.

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Figure 1 – Homefield Primary School campus



Figure 2 – Homefield Primary School site location plan



2. Policy and Planning background

2.1 Policy

2.1.1 National Planning Policy Framework (NPPF) 2025

The National Planning Policy Framework (NPPF) (February 2025) is a material consideration that requires transport issues to be considered from the outset through a vision-led approach which supports sustainable and well-designed development (paragraph 109). For a school this includes consideration of travel demand, safe access and opportunities to encourage walking, cycling and public transport.

The NPPF states that developments generating significant amounts of movement should be supported by a Transport Statement or Transport Assessment, with a Travel Plan where appropriate (paragraph 118). In this case, the issue is whether the scale and nature of the proposals would generate significant additional movement such that further transport evidence is required.

The NPPF also states that development should only be prevented or refused on highways grounds where there would be an unacceptable impact on highway safety, or where the residual cumulative impacts on the road network would be severe (paragraph 116).

2.1.2 West Sussex County Council Local Transport Plan 2022

The West Sussex Transport Plan (WSTP) 2022-2036 (April 2022) is the County Council's adopted transport policy framework and is relevant to the proposed school amalgamation. For this proposal, it is particularly relevant to safe and sustainable access to education, local network operation and minimising adverse environmental effects from travel.

The WSTP promotes reduced reliance on private car travel and supports walking, cycling, wheeling and public transport. In this case, the proposal should therefore be considered against the opportunities to encourage active travel and support the objectives of the updated Homefield Primary School Outline / Interim School Travel Plan. The WSTP also seeks to improve road safety, reduce transport-related emissions and manage impacts on communities.

2.1.3 West Sussex Guidance on parking at new developments 2020

West Sussex County Council's Guidance on Parking at New Developments (September 2020) provides the relevant local guidance for parking at school and education development. It does not set a fixed standard for schools, but supports a site-specific approach which balances operational need, highway impacts, amenity and sustainable travel.

For the amalgamated Homefield Primary School, parking should be considered in the context of the established school use, the existing permission for a greater level of pupil accommodation, and the operational needs of the amalgamated school, including accessible spaces, staff parking and SSC minibus provision. The issue is whether the revised layout provides appropriate parking without unacceptable highway or amenity effects.

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2.1.4 Worthing Local Plan 2023

The Worthing Local Plan 2020-2036 (March 2023) forms part of the statutory development plan for Worthing. It sets the strategic development and land-use priorities for the Borough up to 2036 and supersedes the Worthing Core Strategy 2011 and saved policies from the Worthing Local Plan 2003. Relevant policies include:

- Policy SP1 supports sustainable development which contributes to Worthing's social, economic and environmental objectives.
- Policy DM15 relates to sustainable transport and requires development to provide safe and suitable access, promote opportunities for walking, cycling and public transport, and avoid unacceptable impacts on highway safety or the operation of the transport network.

2.2 Planning context

This section summarises the relevant planning history associated with the site, together with the wider review of pupil provision in the Worthing and Durrington area which provides the context for the current proposals.

2.2.1 Chesswood Junior School - 2014

Planning application AWDM/0990/14² for the '*Construction of 12 classroom 2 storey building and demolition of existing temporary classrooms and stores; forming of increased hard play areas with P.E. store, remodelled and car parks*' was approved in September 2014. The planning application proposed:

- Accommodation for 720 pupils aged from 7-11 years with a published admission number of 180 (6 FE) i.e. additional accommodation for a further 240 pupils
- An increase to 97 staff after the expansion.

Construction was completed in 2015. As part of the Planning Application, a Transport Statement was produced which assessed the impacts of the above staff and pupil increases. This information has been considered where applicable in this TN and the Outline / Interim Travel Plan.

2.2.2 Review of primary age pupil provision across the Worthing and Durrington area

The number of pupil places required in the Worthing and Durrington locality is reviewed annually. Primary school pupil projections identified a significant surplus of places and, following engagement, a phased reduction of 953 surplus places between 2024 and 2027 was agreed. This includes reductions in Published Admission Numbers at some schools, the potential removal of temporary accommodation and the consolidation of provision. The review also sought to use some surplus capacity to support additional specialist provision.

² [AWDM/0990/14 | Construction of 12 classroom 2 storey building and demolition of existing temporary classrooms and stores; forming of increased hard play areas with P.E. store, remodelled and car parks. | Chesswood Middle School Chesswood Road Worthing West Sussex BN11 2AA](#)

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2.2.2.1 Reorganisation of Lyndhurst and Chesswood schools

A public consultation was undertaken on proposals to reduce the surplus of school places. Approval was then given for the publication of formal statutory proposals for the closure of Lyndhurst Infant School and the change in character of Chesswood Junior School to allow the opening of an all-through primary school on the Chesswood Road site. Following consideration of representations, approval was given to implement the proposals as published.

In July 2023, the Assistant Director (Education and Skills):

- Approved the amalgamation of Lyndhurst Infant and Chesswood Junior Schools onto one site to create a new all-through primary school for 60 Published Admission Number (PAN) Key Stage 1 pupils and 120 PAN Key Stage 2 pupils, together with a 21 place Special Support Centre with effect from 1 September 2024
- Agreed to discontinue the use of Lyndhurst Infant School with effect from 31 August 2024.

Whilst the proposal will result in a vacant building and site currently occupied by Lyndhurst Infant School, no surplus declaration is being made whilst the County Council reviews options for future use.³ The newly formed Homefield Primary School came into effect in September 2024 and currently operates across two sites. Springfield Infant school was also considered to be part of the amalgamation but is retained as a standalone infant school as a feeder to the new Homefield Primary School.

3. Existing conditions

3.1 Existing site

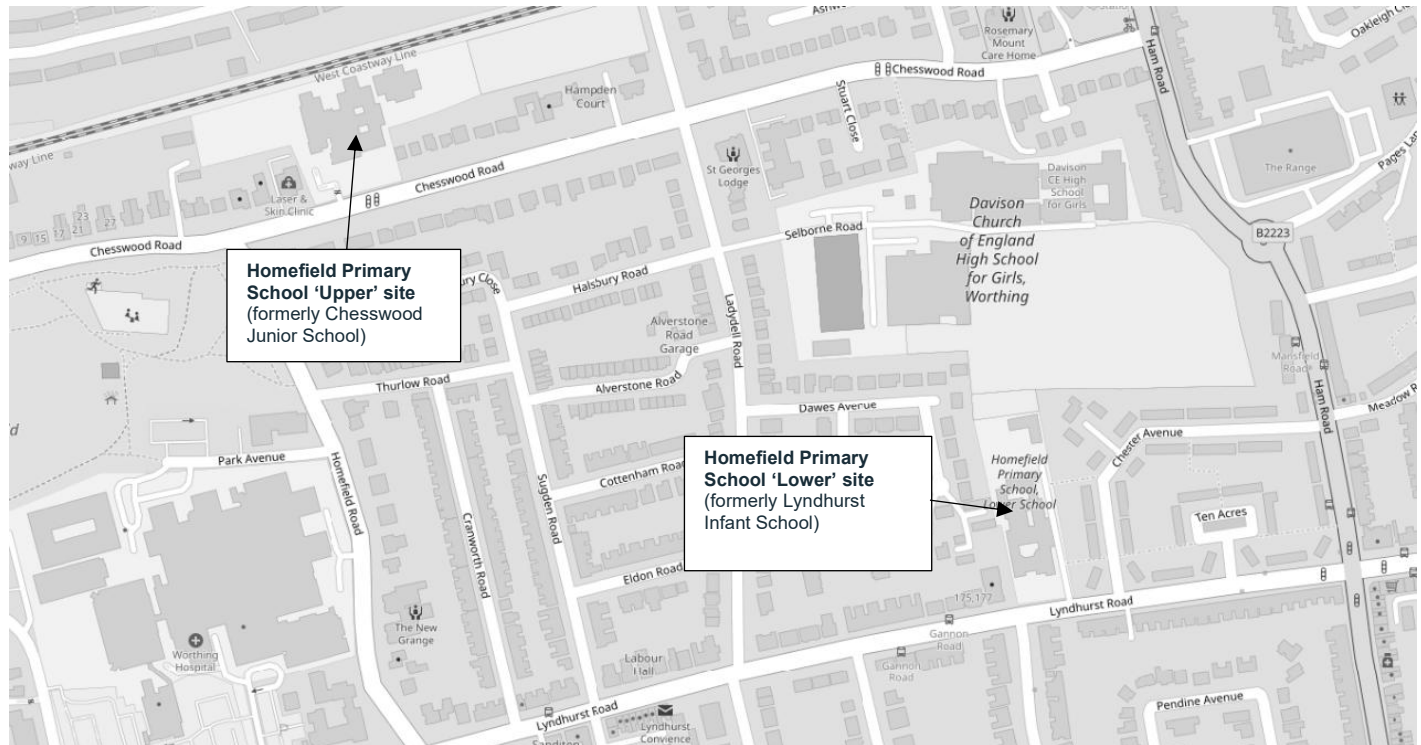
The current Homefield Primary school, shown in Figure 3, is formed of:

- The 'Upper' school site on Chesswood Road (previously called Chesswood Junior school)
- The 'Lower' school site on Lyndhurst Road (previously called Lyndhurst Infant School).

³ [OKD07\(23.24\)_Worthing_Schools_Determination_StatProps](#)

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Figure 3 – Homefield Primary School – existing site location plan



The 'Upper' site is bounded by residential areas and the Worthing to Brighton rail line to the north. It's located on Chesswood Road, a local distributor route which links the B2223 Ham Road in the east, joining the A24 Broadwater Road as Newland Road towards Worthing town centre approximately 0.75km to the west. In the vicinity of the school, Chesswood Road is a wide single carriageway approximately 9.5m in width with approximately 3m footways on either side. There is a signalised crossing directly outside the school.

Chesswood Road links with a series of residential access streets which are characterised by a 30mph speed limit, although there are flashing advisory 20 mph school signs present. The local roads network lies within a controlled parking zone with parking in marked bays restricted to permit holders only Mon-Sat between 10am and 11am and 2pm and 3pm.

The 'Lower' site is also in a predominantly residential area with access off Lyndhurst Road, which has a similar alignment and function to Chesswood Road, located approximately 0.40km to the south.

The most direct routes between the two sites is via Ladydell Road, which connects Chesswood Road with Lyndhurst Road via an approximate 0.85km walk. Ladydell Road is similar in character to the other residential roads in the study area; there are footways on both sides of the carriageway; flashing advisory 20 mph school signs and a controlled parking zone. Homefield Road to the west and the B2223 Ham Road to the east also provide direct connections between Chesswood Road and Lyndhurst Road.

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3.2 Pupils and staff

Table 1 shows the existing capacity and numbers of pupils currently enrolled at both Homefield Primary School sites.

Table 1 – Homefield Primary School - existing pupil numbers by site

Site	Existing Capacity (Floor Plan)	Existing Capacity (school enrolled)	Enrolled 2025/26
Homefield 'Upper' site (previous Chesswood Junior School)	6FE (720 pupils)	4FE (480 pupils) + 1Y5 (30 Pupils)	463
Homefield 'Lower' site (previous Lyndhurst Infant School)	4FE (360 Pupils)	2 FE (180 pupils) + 1Y2 (30 Pupils)	183
Total	1,080	720	646

The two sites have a permitted total capacity for 1,080 pupils; of which 360 are at the Infant School and 720 are at the Junior School.

The school has informed that as of February 2026 there were 128 staff, of which 85 work at the 'Upper' site and 43 at the 'Lower' site. Note also that the working location fluctuated in reaction to staff availability and sickness cover.

3.3 Site accessibility

3.3.1 Connectivity

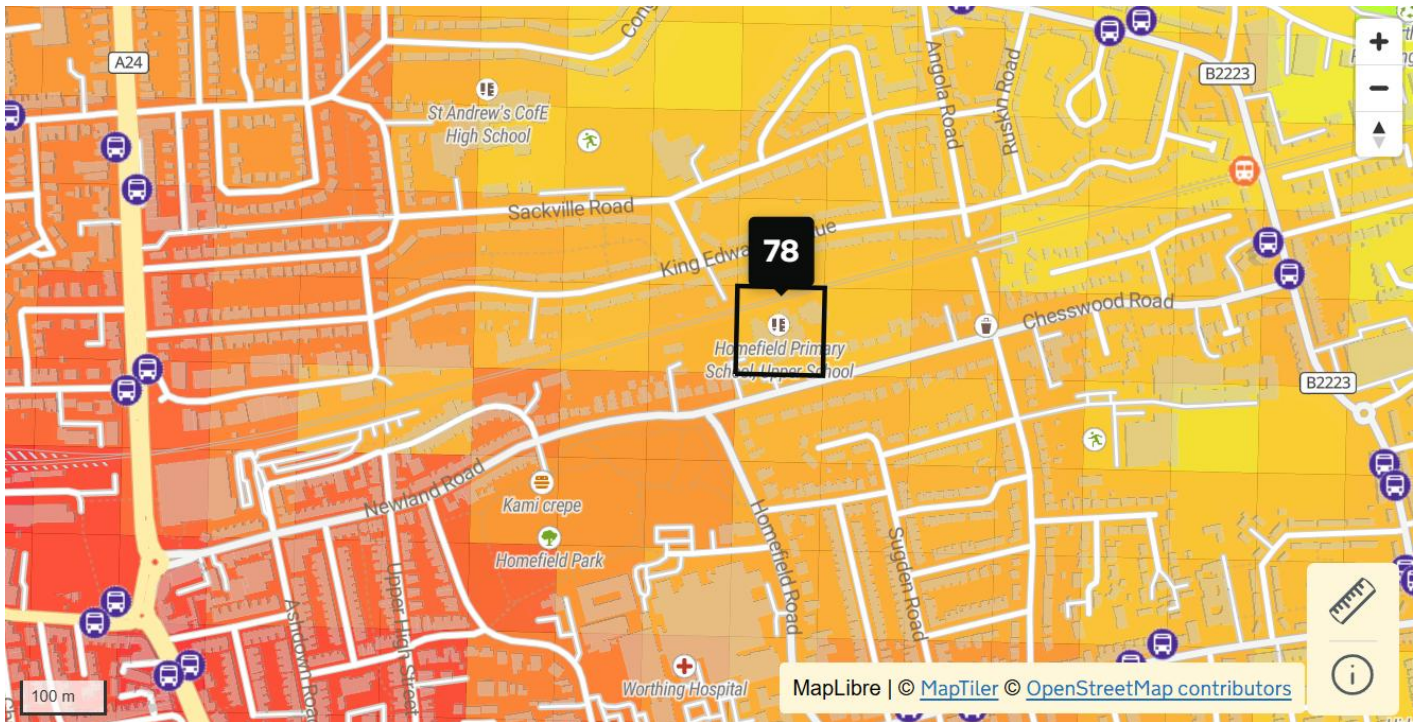
The DfT's Connectivity Tool⁴ Connectivity metric measures opportunity to travel to employment, services and for social reasons, weighted by people's overall proclivity to take those options. It aims to capture as the most common modes of travel and destination types, the time required to reach these destinations, the value presented by the destinations, and people's travel preferences. Each location has a connectivity score from 0 to 100.

Figure 4 shows that areas within approximately 0.4km of the Homefield Primary School 'Upper' site have a Connectivity score higher than 70% for all destinations and between 75 and 83% of the population in England and Wales for connectivity to education (overall except driving).

⁴ [Connectivity Tool](#)

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Figure 4 – Site Connectivity (DfT)



3.3.2 Pedestrian and cycle facilities

As described in 3.3.1, the predominantly residential streets around the 'Upper' site are characterised by a 30mph speed limit, although there are flashing advisory 20 mph school signs present. These roads are typically characterised by continuous footways on both sides of the carriageway with informal crossing points and street lighting in all places, supporting the walking journey to and from both sites.

The main 'Upper' school pedestrian entrance is at the eastern end of the site, with a signalised crossing directly in front of it.

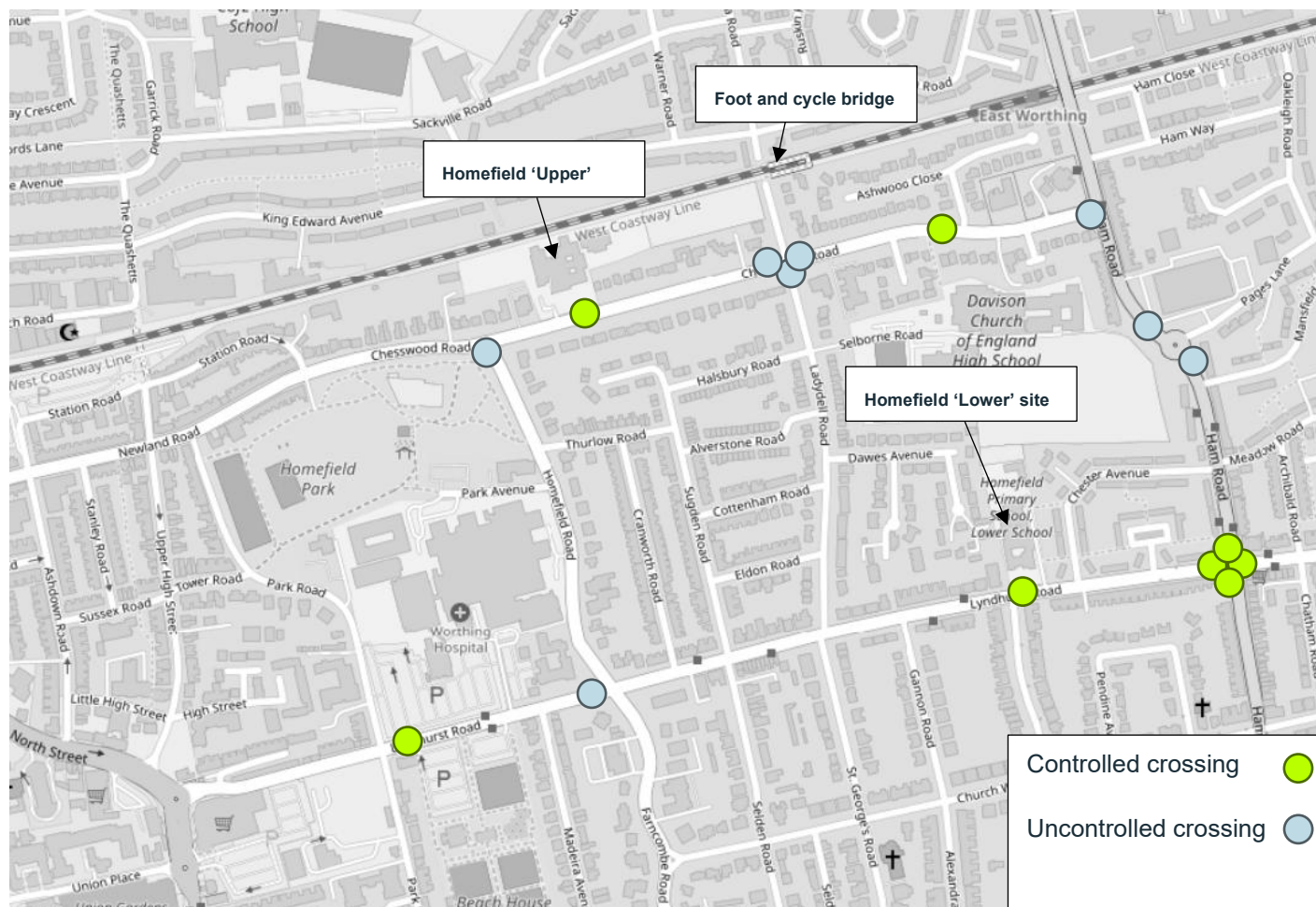
Controlled and uncontrolled crossings across Chesswood Road, Lyndhurst Road, Ham Road, Ladydell Road and Homefield Road are shown in Figure 5.

For pupils and staff traveling from north of the rail line, there is a foot and cycle bridge connecting Ladydell Road and Angolia Road. Angolia Road connects to a primarily residential area, with footways and lighting provided.

The 'Upper' school has sheltered parking for 20 cycles as well as storage for 80 scooters. The nearest strategic cycle route to the school is National Cycle Route 2 along the Worthing seafront, located approximately 1.3km to the south of the site. This route provides east-west cycle connectivity through Worthing and to surrounding coastal areas.

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Figure 5 – Controlled and uncontrolled crossings in vicinity of Schools



3.3.3 Public transport

Rail access to the 'Upper' school is available from East Worthing station, which is located approximately 1.0km from the site by foot and around 1.2km by cycle. The station is served by Southern rail services, providing connections to destinations along the local and wider rail network. There is sheltered bicycle storage at the station.

The 'Upper' school site is reasonably well served by local bus services. The nearest bus stops are located on Ham Road, within 0.6km of the school. These stops are served by the Stagecoach 701 bus service which connects Lancing with Littlehampton and Wick, running via central Worthing and Goring-by-Sea.

3.3.4 Vehicle

The main vehicle access to the 'Upper' site is directly from Chesswood Road which is barrier controlled and requires an entry code or remote operation by reception. This access is to the west of the site frontage and has "School Keep Clear" Zig Zags in front of it.

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Parking on-site is currently available at two locations;

- The main car park for 19 cars, including two disabled bays, which are allocated to staff depending on role/distance travelled
- A second car park and pedestrian access was constructed following the 2014 planning application; this car park was built in the northern section of Ladydell Road and provides space for 24 cars, including one disabled bay.

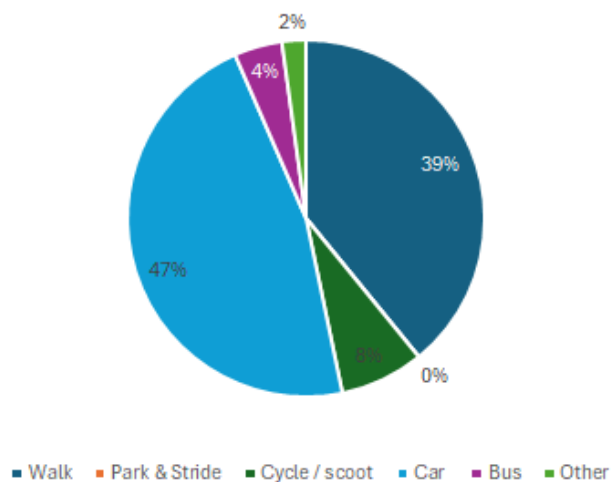
There is no dedicated provision for mini bus parking.

3.4 Existing school travel patterns

3.4.1 Pupil mode share

Walk to School data for the previous Lyndhurst Infant School ('Lower' site) pupils is available for 2023/24. The data indicated that 39% of pupil walked to school at that time, and a further 14% travelled by cycle / scooter or public transport. 47% travelled by car, of which 4% were car sharing.

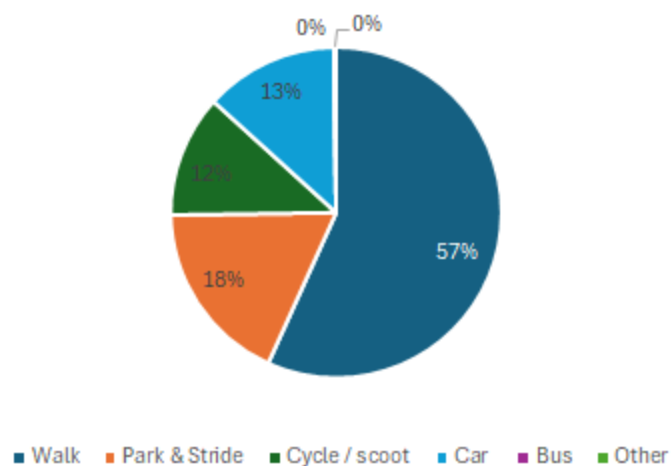
Figure 6 –Lyndhurst Infant School Pupil Travel Modes (2023/24)



A previous survey, undertaken for junior school pupils in 2014, indicated that a significant proportion (57%) of pupils walked to the school at that time. A further 30% travelled by cycle / scooter or parked away from the school and walked.

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Figure 7 – Chesswood Junior School Pupil Travel Modes (2014)



3.4.2 Staff mode share

A staff survey was undertaken to establish travel patterns of staff at the former Chesswood Junior School as part of the then School expansion in 2014.

The survey indicated that at the time, approximately 70% of staff travel by car, and a further 8% car shared. 97 staff were considered in the 2014 planning application, equating to approximately 72 staff travelling by car (assuming one vehicle for every two car sharers).

An updated staff survey was undertaken to establish current travel patterns of staff in February 2026. Table 2 summarises the results for all 128 staff employed across the two Homefield Primary School sites and Table 3 summarises staff at the Upper Chesswood Road site only.

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Table 2 - Mode share of staff at Homefield Primary School – February 2026 (total both sites)

Mode	Number	%
Walk	47	37%
Cycle	11	9%
Car	65	51%
Car Share	1	1%
Dropped off	2	2%
Train	2	2%
Total	128	100%

Table 3 - Mode share of staff at Homefield Primary School – February 2026 (Upper Chesswood Road site)

Mode	Number	%
Walk	30	39%
Cycle	5	7%
Car	37	49%
Car Share	1	1%
Dropped off	2	2%
Train	1	1%
Total	76	100%

Compared to the mode share from the 2014 Transport Statement⁵, the proportion of car drivers has substantially reduced from 70% to 49% at the Upper Chesswood Road (former Junior School) site.

⁵ [Chesswood School expansion Transport Statement \(2014\)](#)

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3.5 Issues related to school journey

The predominant issues articulated in the existing School travel plan are mostly related to congestion and poor and inconsiderate parking:

- Parents parking on zig-zags and near pedestrian crossings at both school sites.
- Dangerous parking around key junctions, especially the corners of Windsor Road, Lyndhurst Road and Chester Avenue, blocking safe crossing routes.
- Parents parking on yellow lines and in other restricted areas near entrances.
- Parents blocking neighbours' driveways and parking discourteously on surrounding roads.

The school has had a Travel Plan in place for many years, the latest update of which was in April 2025. Numerous improvements or measures are already in place or soon to be implemented, such as implementation of a signalised crossing on Chesswood Road (completed 2024), participation in Walk to School weeks each year, and discussion of Road Safety in assemblies.

4. Proposals

4.1 Site amalgamation

AtkinsRéalis produced a feasibility report in 2024 for WSCC to assess the development options to accommodate 681 pupils subdivided as follows:

- Create an all-through primary provision on the Chesswood site with a 2FE Infant provision (60 places per year of age – 180 pupils) and a 4FE Junior provision (120 places per year of age – 480 pupils).
- Provide a 21 place Social and Communication Needs Primary Special Support Centre (SSC) for children with High COIN (Communication and Interaction Needs) on the Chesswood site, catering for 9 Key Stage 1 places (currently on the Lyndhurst site) and 12 Key Stage 2 places in line with the mainstream provision at the school.

In summary Homefield Primary School Upper site (Chesswood) will amalgamate with the Homefield Lower site (Lyndhurst) and the Homefield Lower site will close. There are currently no plans for the development or disposal of the Lyndhurst site.

It is understood that end state staff numbers will be in line with the 97 staff considered in the 2014 planning application. The school amalgamation will however result in a short term increase in staff numbers at the Chesswood site as the site consolidates.

The proposed planning application is for:

“Removal of existing structures and erection of a school building, including hard and soft landscaping (with associated structures), alterations to existing elevations, and reconfiguration of the access and parking arrangements”

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4.2 Site layout

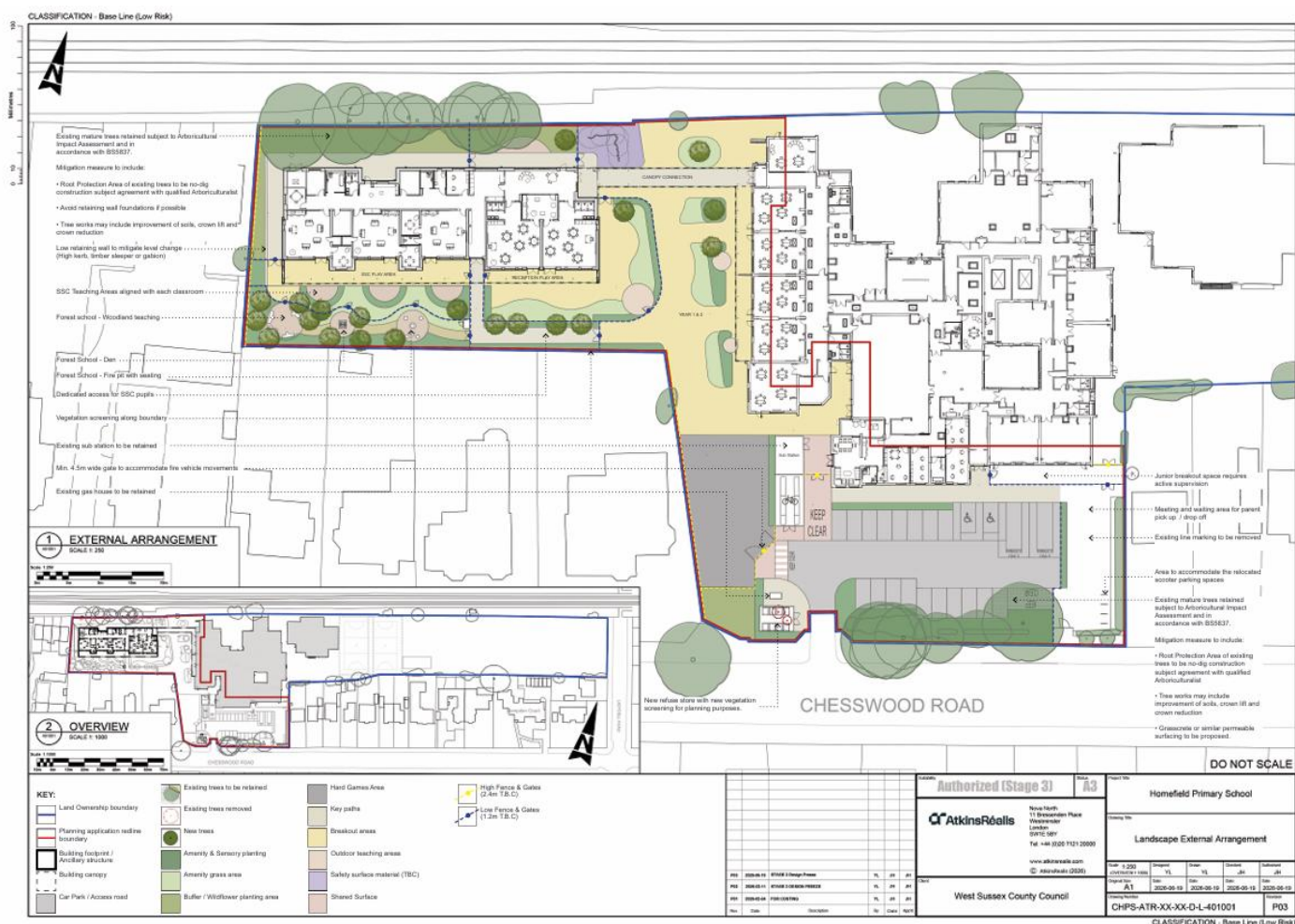
The external layout has been developed through optioneering and vehicle tracking. As part of proposal development, the car parking area has been relocated/rearranged to improve access and allocate more site area to the KS1 playground whilst increasing parking provision and facilitating for fire appliance access. Proposals include:

- Existing vehicular entrance retained, but internal kerb alignment adjusted.
- Rearrangement of the school frontage area to:
 - Create an additional three parking spaces, including two dedicated minibus spaces.
 - Replace and relocate the existing cycle storage parking.
 - Replace and relocate the two accessible parking spaces closer to the building entrance.
 - Improve access from parking spaces directly to footway leading to building entrance (allowing potential drop-off for SSC pupils).
 - Provide access to playground for fire appliance, with the access route to be controlled via new internal vehicular gate.

The latest iteration of the Landscape External Arrangement (dated 19 June 2026) is shown in Figure 8.

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Figure 8 – External site arrangement



4.2.1 Access and car parking

As set out in Section 2.1, West Sussex County Council's Guidance on Parking at New Developments do not prescribe a fixed parking standard for schools. Instead, both support a site-specific assessment which balances operational requirements, highway impacts, residential amenity and the promotion of sustainable travel.

The proposed layout would provide three additional parking spaces compared to the existing site, including dedicated minibus provision, and is considered appropriate in the context of the operational requirements of the amalgamated school. This is supported by the permitted planning application (AWDM/0990/14), which considered that the proposed level of parking was suitable to accommodate the proposed 97 staff on-site.

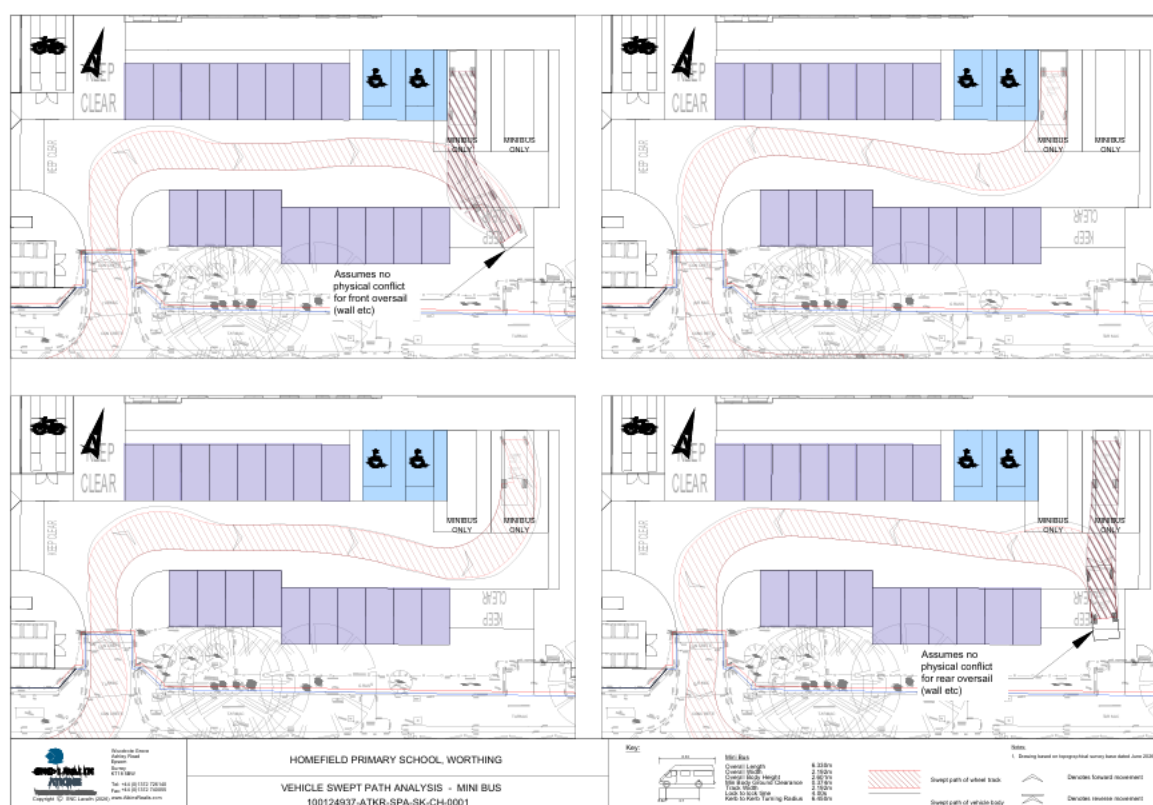
Staff parking will continue to be managed through the existing permit system, with permits allocated on a priority and distance-travelled basis. The two accessible parking spaces will also be replaced and repositioned closer to the building entrance, improving accessibility.

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Vehicle tracking has been undertaken to demonstrate that the proposed parking layout can accommodate minibus movements, as shown in Figure 9 and Appendix B.

Overall, the proposals are considered to provide appropriate staff, accessible and minibus parking provision without resulting in unacceptable highway or amenity effects.

Figure 9 – Tracking of minibus vehicle



4.2.2 Cycle parking

West Sussex County Council's approach to cycle and scooter parking provision for schools is site-specific, and therefore do not apply a fixed numerical standard.

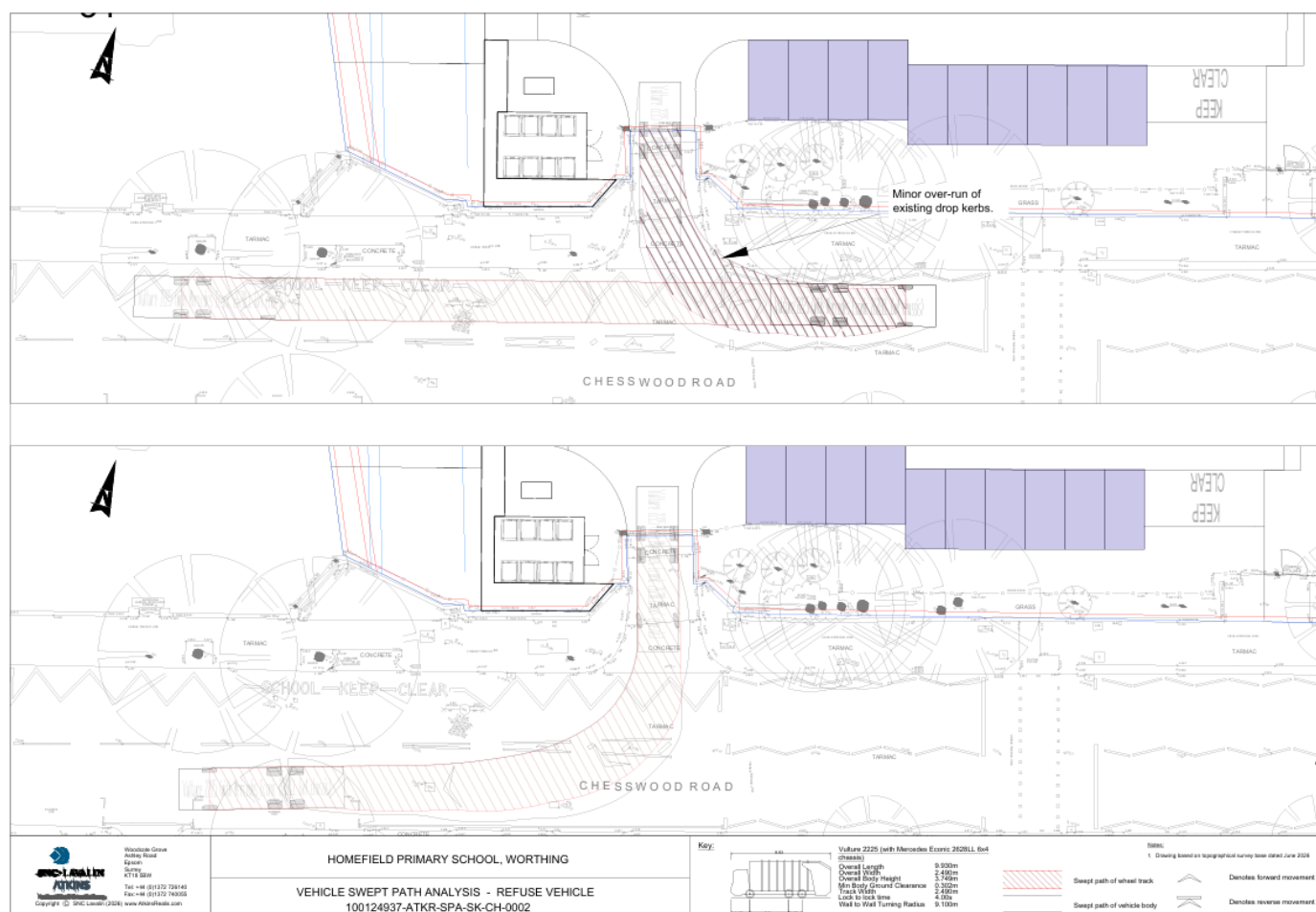
The proposals would replace the existing sheltered cycle and scooter parking provision within the site. The relocated facility will be positioned to improve visibility from the school staff room, increasing natural surveillance and enhancing security. Cycle and scooter parking usage will be monitored through the Outline / Interim School Travel Plan following occupation. Should demand exceed the proposed provision, opportunities for additional on-site cycle parking will be explored, including accessible cycle parking where appropriate.

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4.2.3 Servicing / Delivery / Emergency services

Figure 10 (and Appendix C) demonstrates that a refuse vehicle can reverse through the main gates to access the repositioned waste storage area.

Figure 10 – Tracking of refuse vehicle



Liaison with West Sussex Fire and Access Service confirmed that access for a larger Aerial Ladder Platform vehicle is unlikely to be required; however, the layout should accommodate the largest Scania fire appliance. This vehicle is 8.7m long and requires a minimum clear width of 3.1m through gateways or pinch points, together with 3.7m clearance to operate appliance equipment.

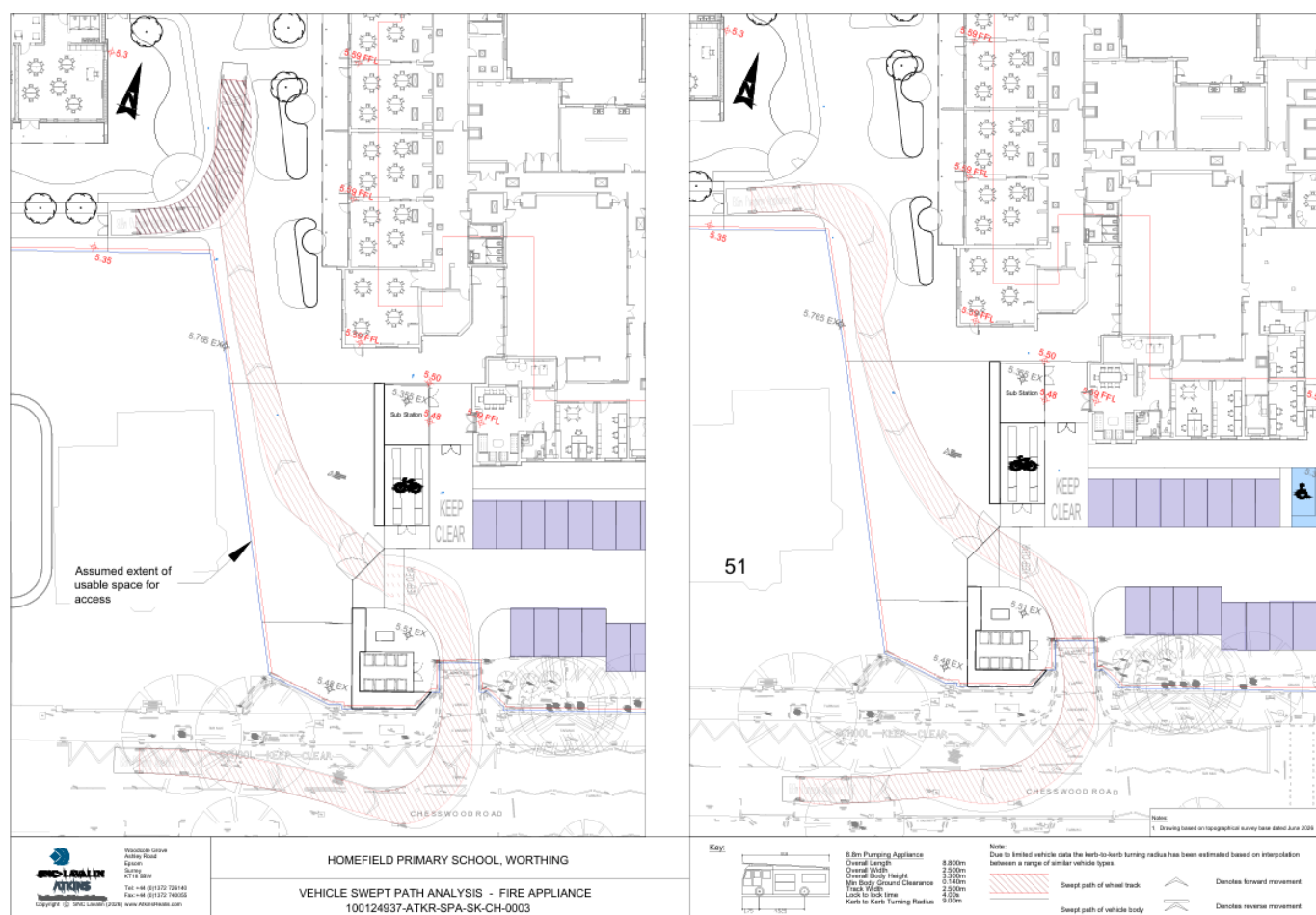
Vehicle tracking has been undertaken on this basis; as shown in Figure 11, Figure 12 and Appendix D. The tracking demonstrates that the fire appliance can access the site in accordance with BB 100: *Fire Safety Design for Schools*. In particular, the layout accords with Section 8.3.4, as the appliance would not be required to reverse more than 20m from the end of an access road.

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The proposed arrangement also satisfies the relevant access requirements in Section 8.3.2 of BB 100 for small buildings under 2,000m² with a top occupied storey no more than 11m above ground level. Access is achieved to more than 15% of the building perimeter.

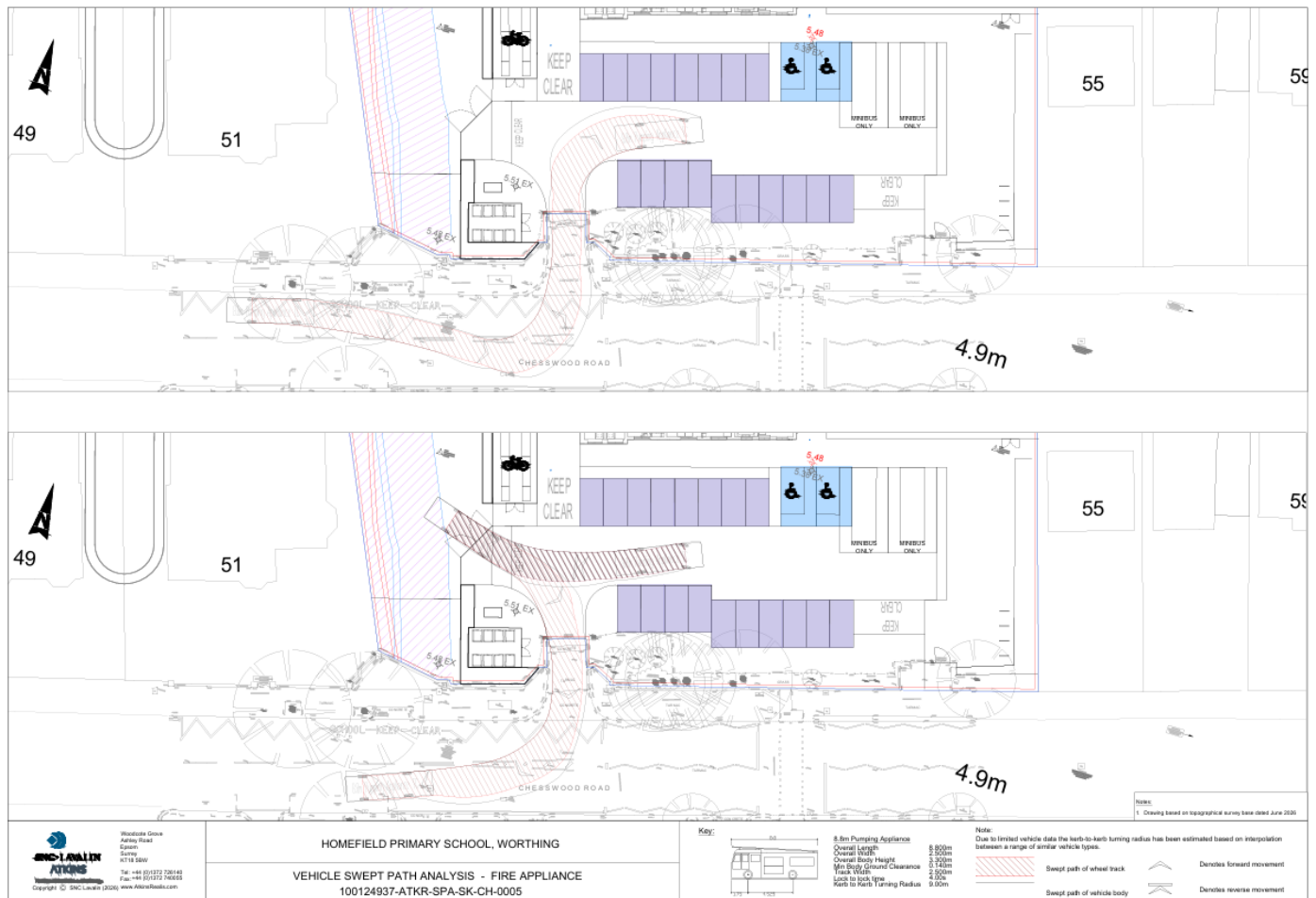
On this basis, the proposed fire appliance access is considered acceptable and represents a betterment compared with the existing arrangement.

Figure 11 – Tracking of fire appliance vehicle (1)



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Figure 12 – Tracking of fire appliance vehicle (2)



5. Impacts

5.1 Operational

Whilst pupil numbers will be higher than current enrolment, overall pupil numbers (681) will be lower than numbers already permitted:

- At the Chesswood site compared to the approved theoretical capacity of 720, as per planning application AWD/0990/14
- In the wider area, following the closure of the Lyndhurst site.

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The proposed application has been considered against the Governments Guidance on “Travel Plans, Transport Assessments and Statements”⁶ which provides advice on when Transport Assessments and Transport Statements are required, and what they should contain.

In consideration of the existing planning permissions associated with the site, the site will not generate significant amounts of movement or result in an unacceptable impact on highway safety or severe cumulative impact on the road network. Overall the numbers discussed (720 pupils to 681) and a similar number of staff is a betterment compared to the existing planning permission.

Accordingly, it was agreed with WSCC highways that a Transport Assessment or Statement is not required.

5.1.1 Pupil travel patterns

For Junior pupils already attending the ‘Upper’ site, the journey to school will remain unchanged and in line with existing travel patterns (although the catchment of the amalgamated school is currently unknown and will change year-on-year). Following amalgamation, pupils previously attending the Lyndhurst Road ‘Lower’ site will instead travel to the Chesswood Road ‘Upper’ site via the surrounding local residential highway network.

The travel patterns and mode choice of some younger pupils may differ from those currently associated with the ‘Upper’ site, and potential walking routes are therefore considered below.

The ‘Lower’ site is approximately 0.6km from the Chesswood Road site via Lyndhurst Road and Ladydell Road, equivalent to around a nine-minute walk. Residential areas north of Lyndhurst Road and west of Ham Road are likely to already fall within the existing catchment of the ‘Upper’ site and will be used by existing pupils. Some pupils of the ‘Lower’ site may live further south of Lyndhurst Road or east of Ham Road.

Pupils approaching from the south would need to cross Lyndhurst Road before continuing north through the surrounding residential area. The principal walking routes to the ‘Upper’ site are likely to be via Homefield Road or Ladydell Road. Via Homefield Road, pupils can cross Lyndhurst Road using either the signalised crossing east of Park Road or the uncontrolled crossing west of the Lyndhurst Road/Homefield Road junction, which is provided with dropped kerbs, tactile paving and a refuge island. Homefield Road also benefits from footways on both sides of the carriageway and further uncontrolled crossing points with dropped kerbs, tactile paving and refuge islands. Via Ladydell Road, pupils can cross Lyndhurst Road at the signalised crossing outside the former ‘Lower’ site before continuing north toward Chesswood Road.

For pupils living east of Ham Road, those travelling from south of Lyndhurst Road/Ham Road are likely to use the signalised pedestrian crossing at the Lyndhurst Road/Ham Road/Brougham Road junction before continuing along Ham Road and turning into Chesswood Road. For pupils living north of the railway line, the foot and cycle bridge connecting Ladydell Road and Angola Road provides a direct connection, and the amalgamation would result in a shorter journey compared with travel to the former ‘Lower’ site.

⁶ [Travel Plans, Transport Assessments and Statements - GOV.UK](#)

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Overall, the amalgamation onto the Chesswood Road site is expected to retain straightforward and legible walking routes within the surrounding urban area. Some vehicular movements may occur, particularly for pupils travelling from further afield; however, these movements would be distributed across the local network and are unlikely to materially alter existing short-term traffic patterns during peak school arrival and departure periods. The consolidation of pupils onto one site may also reduce some trips where families currently have siblings attending different sites. In addition, infant and junior pupils are expected to continue to have staggered start and finish times, which will help disperse peak activity.

The transfer of pupils from the 'Lower' site to the 'Upper' site would therefore primarily represent a redistribution of existing travel demand rather than the generation of wholly new trips. This should also be considered in the context of total pupil numbers being lower than the previously permitted capacity of the Chesswood Road site. Walking is expected to remain a key mode of travel for many pupils, supported by continuous footways, crossing points and direct pedestrian connections between the two sites.

Given the proposed change in the age range of pupils at the Chesswood site, it was agreed that an Outline / Interim School Travel Plan would be prepared to reflect the revised catchment and reduce reliance on single-occupancy vehicle trips and promote sustainable transport options.

5.1.2 Staff travel patterns

The school amalgamation will result in a short-term increase in staff numbers at the Homefield 'Upper' site as the school consolidates and staff from Lyndhurst move their workplace. However, it is understood that end-state staff numbers will be consistent with the 97 staff considered as part of the 2014 planning application. On this basis, the proposed staff parking provision is considered appropriate. Notwithstanding the constrained level of on-site parking, staff parking demand will continue to be managed by the School.

The February 2026 staff travel survey indicates that the proportion of staff driving to the Upper Chesswood Road site has reduced substantially since 2014, from 70% to 49%. This represents a material reduction in staff car-based travel compared with the position assessed as part of the 2014 permission.

The Outline / Interim School Travel Plan includes measures to encourage more sustainable staff travel, including potential priority or incentive arrangements for car sharers using the school car park, alongside promotion of park-and-walk opportunities to reduce pressure on nearby streets during peak school periods.

5.2 Construction

Construction traffic has the potential to create temporary impacts on the operation of the school and the surrounding highway network, particularly if works coincide with the morning arrival and afternoon pick-up periods. Potential effects include increased HGV and delivery vehicle movements on local roads, conflicts with pedestrians and cyclists in the vicinity of the site, temporary obstruction at the site access, noise and disturbance to nearby receptors, and the transfer of mud and debris onto the public highway. These effects are particularly sensitive in a school environment where there are concentrated periods of activity and a high proportion of children and accompanying adults travelling on foot.

TECHNICAL NOTE

To manage these effects, construction activity will be controlled through a Construction Traffic Management Plan (CTMP) to be secured prior to commencement.

As a priority, the contractor should programme the most intensive phases of construction, including bulk material deliveries and major lifting operations, outside school term time where reasonably practicable, and in any event avoid arrivals and departures during school drop-off and pick-up periods. All construction vehicles should follow an agreed access route, with delivery times managed through a booking system to prevent vehicles waiting on the highway. Provision should be made within the site for loading, unloading and turning so that construction vehicles can enter and leave in a forward gear wherever possible.

The CTMP should also set out the on-site measures needed to protect pupils, staff, parents, local residents and other highway users. These should include the use of trained marshals or banksmen to supervise vehicle movements at the site access and during any reversing manoeuvres, clear temporary signage, secure segregation between construction activity and school circulation areas, and arrangements to maintain safe pedestrian routes at all times. Wheel wash facilities, or other appropriate measures to prevent the deposition of mud and debris on the highway, should be provided where necessary, with regular road sweeping undertaken if required. Measures should also be included to minimise disturbance to nearby residents, such as controlling construction hours, avoiding unnecessary vehicle idling, preventing contractor parking on surrounding residential streets where possible, and providing clear communication in advance of particularly disruptive activities. The contractor should also identify arrangements for monitoring compliance with the CTMP, responding promptly to complaints and liaising with the school and local residents so that disruption can be managed proactively.

6. School travel plan

The school has had a Travel Plan in place for a number of years, with the latest update completed in April 2025. A range of measures has already been implemented, or is due to be implemented, including:

- Implementation of the signalised crossing on Chesswood Road, completed in 2024;
- Provision of a gated car park entrance with keypad access;
- Replacement and relocation of cycle and scooter parking as part of the amalgamation proposals;
- Allocation of staff parking;
- Regular reminders to parents and carers, via ParentMail and newsletters, to park considerately;
- Participation in annual Walk to School Week initiatives;
- Road safety messaging through school assemblies; and
- Inclusion of environmental and travel-related topics within the geography curriculum, including how pupils can help reduce traffic.

The amalgamation provides an opportunity to build on the existing Travel Plan and further promote sustainable travel by pupils, parents/carers and staff. An updated and enhanced School Travel Plan will also assist in managing any temporary or short-term parking stress that may occur during the morning arrival and afternoon departure periods, when parent/carer drop-off and pick-up activity is concentrated over a relatively short period.

An updated Outline/Interim School Travel Plan has been produced separately and includes identified aims and SMART (Specific, Measurable, Achievable, Realistic and Time bound) objectives to promote sustainable and active travel for pupils and staff. A number of short, medium and long term initiatives are set out along with targets in an Action Plan to

TECHNICAL NOTE

change the existing / mode share thus reducing car journeys to school, and encouraging parents and staff to park more considerately.

7. Summary

This Technical Note has been prepared to support the planning application for the consolidation of Homefield Primary School onto the Chesswood Road site, including provision of a 2FE infant provision, 4FE junior provision and 21-place Special Support Centre. The proposals should be considered in the context of the existing 2014 permission for the former Chesswood Junior School, which allowed for up to 720 pupils and 97 staff at the site.

The assessment demonstrates that the proposed end-state pupil numbers would remain below the previously assessed position. Staff numbers would remain consistent with the perviously assessed position. The amalgamation would therefore primarily redistribute existing school travel demand within the local area rather than generate wholly new trips. Existing walking routes between the former Lyndhurst Road site and the Chesswood Road site are supported by continuous footways, crossing facilities and established residential street connections.

The proposed site layout includes revised access and parking arrangements, replacement cycle and scooter parking, dedicated minibus provision, accessible parking closer to the building entrance and suitable arrangements for servicing and emergency access. Vehicle tracking confirms that minibus, refuse and fire appliance movements can be accommodated, with fire appliance access assessed against the relevant requirements of BB 100: *Fire Safety Design for Schools*.

Construction impacts would be temporary and can be managed through a Construction Traffic Management Plan secured prior to commencement.

As part of the planning scoping process, it was determined that a Travel Plan was not required to support the application. However, given the proposed change in the age range of pupils at the Chesswood site, it was agreed that an Outline / Interim School Travel Plan would be prepared to reduce reliance on single-occupancy vehicle trips and promote sustainable transport options. An updated Outline / Interim School Travel Plan has nevertheless been prepared to promote sustainable travel, encourage considerate parking, manage short-term peak period parking pressures and support ongoing monitoring.

As set out in the NPPF a development should only be prevented or refused on highways grounds where there would be an unacceptable impact on highway safety, or where the residual cumulative impacts on the road network would be severe. Overall, the proposals are considered acceptable in transport terms and are not expected to result in a significant increase in movement, an unacceptable impact on highway safety or a severe cumulative impact on the local highway network.

TECHNICAL NOTE

Appendix A.

Scoping

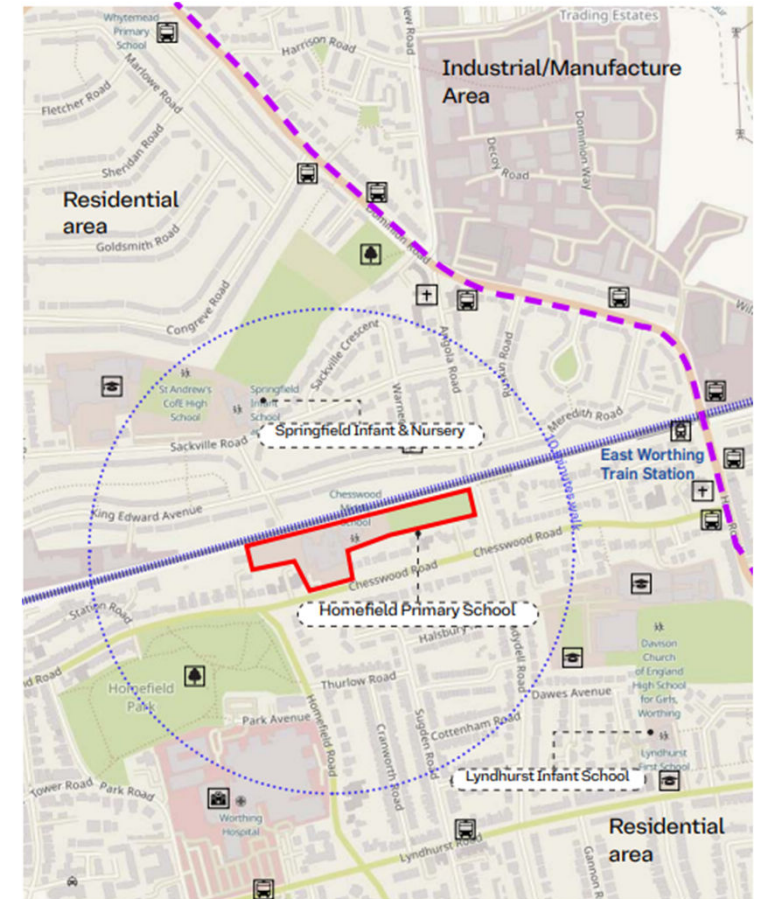
HOMEFIELD SCHOOL SCOPING NOTE

14 MAY 2026

Introduction

- Homefield Primary School, on Chesswood Road and Lyndhurst Road, Worthing, is an all through school amalgamated in September 2024. It is currently formed of:
 - The Lower school site on Lyndhurst Road (previously called Lyndhurst Infant School)
 - The Upper school site on Chesswood Road (previously called Chesswood Junior school)
- This scoping note was originally submitted in February 2026. This updated note follows an informal discussion with West Sussex County Council (WSCC) on 20th March 2026 and minor design element updates.
- The note has been prepared to consider the potential impacts of proposals for:

“A new building construction to provide three Special Support Centre (SSC) classrooms and two reception classrooms, along with associated external works. This development will consolidate Homefield Primary School onto a single site at Chesswood Road, creating a 2FE infant provision and a 4FE junior provision”.
- The note seeks to agree key inputs with WSCC, which will be used to inform the requirements for documentation to support the planning application.



Background

Planning history

- Planning application AWDM/0990/14¹ for the '*Construction of 12 classroom 2 storey building and demolition of existing temporary classrooms and stores; forming of increased hard play areas with P.E. store, remodelled and car parks*' was approved in September 2014.
- The planning application provided accommodation for 720 pupils aged from 7-11 years with a published admission number of 180 (6 forms of entry).
- The associated Transport Assessment considered the impacts associated with an increase in pupils (to 720) and staff (to 97).
- Construction was completed in 2015.

Surplus primary school places in Worthing

- Following a borough-wide review, a significant surplus provision of overall places at primary schools was identified. Following engagement with all schools in the locality, a phased reduction of the current surplus places was agreed of 953 between 2024 and 2027.
- In July 2023 the Assistant Director (Education and Skills)²:
 - (1) *Approved the amalgamation of Lyndhurst Infant and Chesswood Junior Schools onto one site to create a new all-through primary school for 60 Published Admission Number (PAN) Key Stage 1 pupils and 120 PAN Key Stage 2 pupils, together with a 21 place Special Support Centre with effect from 1 September 2024.*
 - (2) *Agreed to discontinue the use of Lyndhurst Infant School with effect from 31 August 2024.*
- The newly formed Homefield Primary School came into effect in September 2024, however, is still currently operating across the two sites.

¹ AWDM/0990/14 | Construction of 12 classroom 2 storey building and demolition of existing temporary classrooms and stores; forming of increased hard play areas with P.E. store, remodelled and car parks.
| Chesswood Middle School Chesswood Road Worthing West Sussex BN11 2AA

² Decision - Review of primary age pupil provision across the Worthing & Durrington area -
Determination of Statutory Proposals relating to Lyndhurst Infant and Chesswood Junior Schools -
OKD07 (23/24)

Proposals (1)

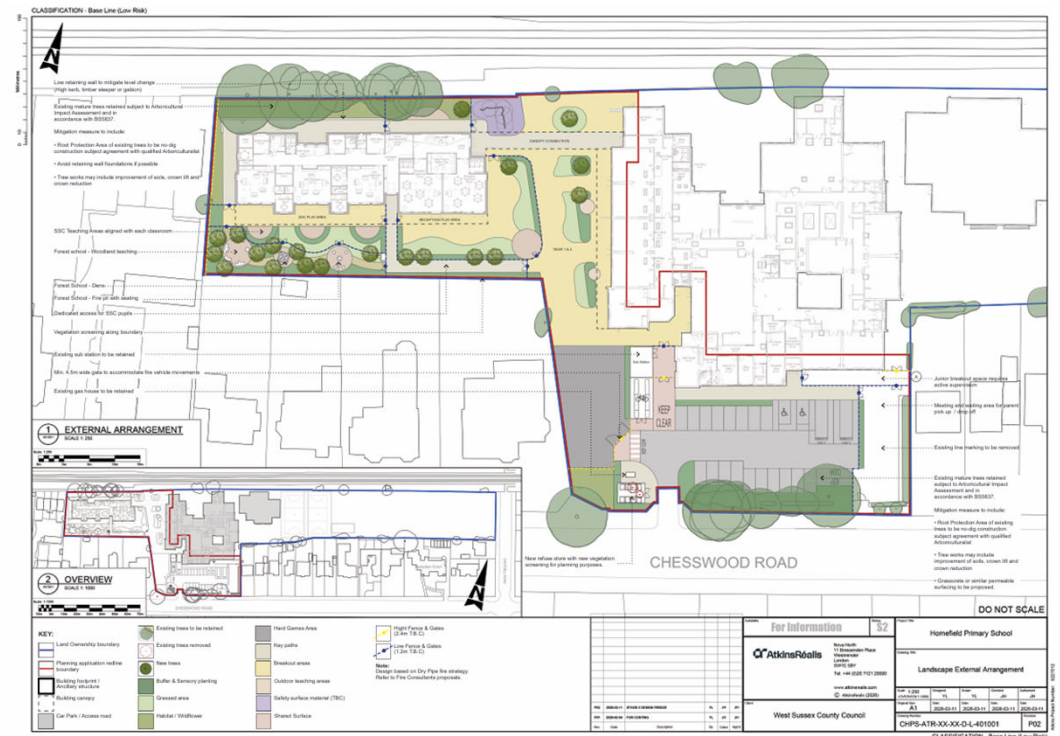
- A forthcoming planning application is proposed that will be for:

“A new building construction to provide three Special Support Centre (SSC) classrooms and two reception classrooms, along with associated external works. This development will consolidate Homefield Primary School onto a single site at Chesswood Road, creating a 2FE infant provision and a 4FE junior provision”.

- This will result in:
 - all-through primary provision on the Chesswood Road site with a 2FE (60 places per year of age) Infant provision and a 4FE (120 places per year of age) Junior provision
 - a 21 place Social and Communication Needs Primary Special Support Centre (SSC) for children with High COIN (Communication and Interaction Needs) on the Chesswood Road site, catering for 9 Key Stage 1 places (currently on the Lyndhurst site) and 12 Key Stage 2 places in line with the mainstream provision at the school
- As part of option development a vehicle tracking exercise was undertaken:
 - Tracking of a Minibus and Refuse Collection Vehicle (See Appendix A and B respectively) shows that both vehicles can access and egress and manoeuvre within the site well (although the minibus over-sails into the verge area this should be acceptable).
 - Through liaison with the West Sussex Fire and Access Service (WSFAS) it was ascertained that the largest Scania fire appliance should be accommodated. Tracking of a representative vehicle is shown in Appendix C (on an older version of the design) which indicates that the junction with the public highway may need modification to accommodate the vehicle and a topographical survey has been commissioned. Revised tracking will be undertaken.

Proposals (2)

- Proposals include:
 - Existing vehicular entrance retained, but internal kerb alignment adjusted.
 - Rearrange the school frontage area to:
 - Create an additional three parking spaces, including two dedicated minibus spaces.
 - Replace and relocate the existing cycle storage parking
 - Replace and relocate the two accessible parking spaces closer to the building entrance.
 - Improve access from parking spaces directly to footway leading to building entrance (allowing potential drop-off for SSC pupils).
 - Provide access to playground for fire appliance access route to be controlled via new internal vehicular gate.
- The Lyndhurst Road school site will be closed.
- In scoping discussions with WSCC, it was requested that the following be considered as part of the ongoing design:
 - provision for scooter spaces
 - space allocated for cycle parking to accommodate a future greater take up of cycling.



Pupils and staff

▪ Summary of changes compared to permitted - pupils

- Overall pupil numbers (681) will be lower than permitted (see Table1) :
 - At the Chesswood site compared to the approved theoretical capacity of 720, as per planning application AWD/0990/14
 - In the wider area, following the closure of the Lyndhurst site.
- Travel patterns associated with younger pupils who will attend the Chesswood site may need to be considered.
- Pupil start times between Infant and Junior pupils will continue to be staggered to disperse impacts.

▪ Summary of changes compared to permitted - staff

- It is understood that end state staff numbers will be in line with the 97 staff considered in the 2014 planning application.
- The school amalgamation will however result in a short term increase in staff numbers at the Chesswood site as the site consolidates.
- A survey was undertaken to establish travel patterns of staff at the former Chesswood Junior School as part of the then School expansion in 2014 (see Table 2). An updated survey was undertaken to establish current travel patterns of staff in February 2026 (see Table 3).
- The proportion of car drivers has substantially reduced from 70% to 49% at the Upper Chesswood Road (former Junior School) site.

▪ Overall summary of changes

- Overall the numbers discussed (720 pupils to 681) and a similar no. of staff is a betterment compared to the existing planning permission

Table 1 shows the existing capacity and numbers of pupils enrolled at both Homefield sites.

Table 1 - Existing pupil numbers

Homefield upper site	Existing Capacity (Floor Plan)	Existing capacity (school enrolled)	Enrolled	Proposed
Homefield upper site (previous Chesswood)	6FE (720 pupils)	4FE (480 pupils) + 1Y5 (30 Pupils)	463	681 (inc 21 SSC)
Homefield lower site (previous Lyndhurst)	4FE (360 Pupils)	2 FE (180 pupils) + 1Y2 (30 Pupils)	183	0
Total	1080	720	646	681

Table 2 - Mode share of staff at Chesswood Junior School – 2014⁶

Mode	Number	%
Walk	3	13%
Cycle	2	6%
Car	17	70%
Car Share	2	8%
Dropped off	0	0%
Train	1	3%
Total	25	100%

Table 3 - Mode share of staff at Homefield Primary School – February 2026 (Upper Chesswood Road site)

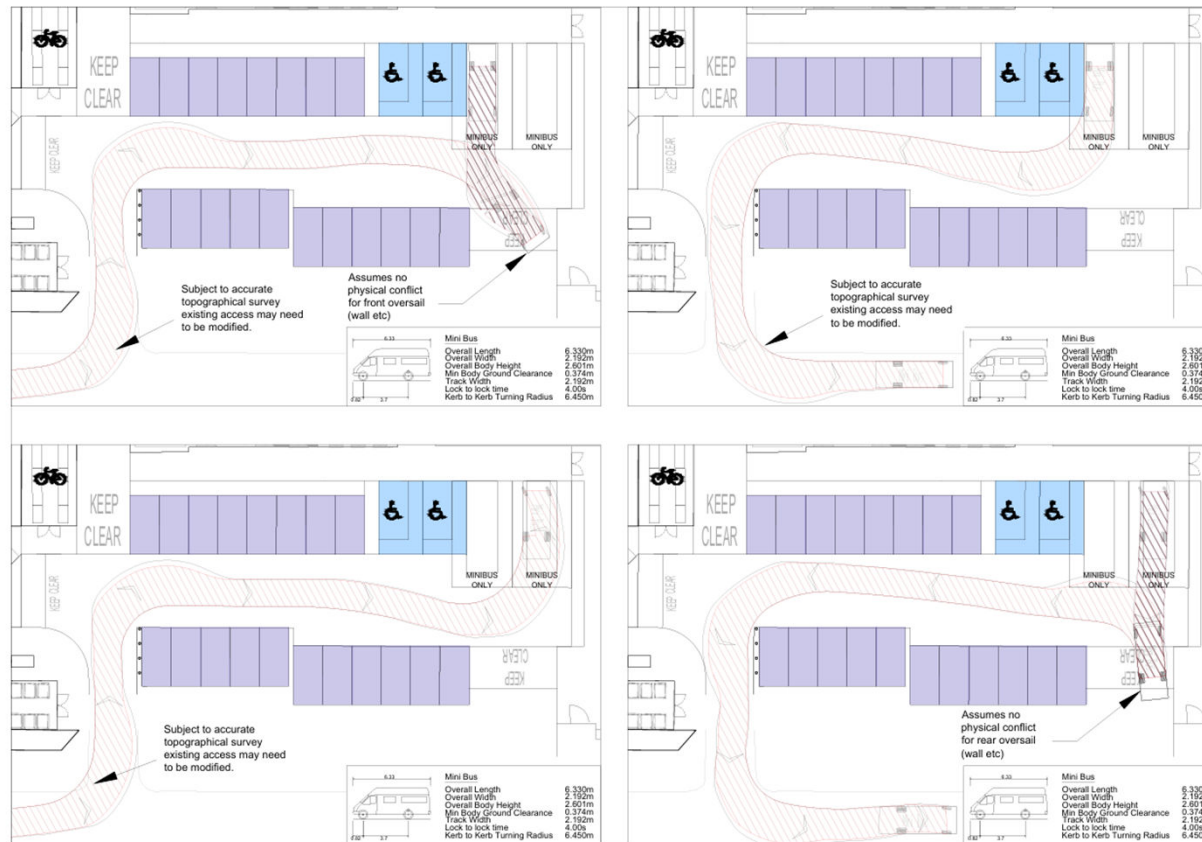
Mode	Number	%
Walk	30	39%
Cycle	5	7%
Car	37	49%
Car Share	1	1%
Dropped off	2	2%
Train	1	1%
Total	76	100%

Summary

- The proposed application has been considered against the Governments Guidance on “Travel Plans, Transport Assessments and Statements”² which provides advice on when Transport Assessments and Transport Statements are required, and what they should contain.
- In consideration of the existing planning permissions associated with the site, the site will not generate significant amounts of movement or result in an unacceptable impact on highway safety or severe cumulative impact on the road network.
- Overall the numbers discussed (720 pupils to 681) and a similar number of staff is a betterment compared to the existing planning permission.
- Accordingly, it is considered that a Transport Assessment or Statement or Travel Plan is not required, this was discussed with WSCC on 20th March 2026. Acknowledging there will be opportunities to manage how pupils and staff travel to the site, we propose to produce the following to support the planning application:
 - **A short Transport Note** outlining the context of the proposals in respect of the existing permission.
 - The content of the Transport Note will be based around the content of this Scoping Note and will include:
 - A brief introduction and purpose and scope of note
 - Brief overview of site location, existing conditions and policy review
 - Summary of proposals
 - A focus on ensuring the site access is adequate to accommodate vehicles, including a fire tender
 - Summary of construction and operational impacts and why a Transport Statement is not required
 - Reference to a construction management plan – which is assumed will be dealt with as a pre-commencement condition
 - **Outline / Interim School Travel Plan** to include:
 - Objectives and measures that can be implemented prior to school amalgamation, acknowledging a change in age of pupils, aiming to reduce reliance on single-occupancy vehicles and promote sustainable transport options.
 - WSCC will provide an example to consider for a residential site.
 - Surveys such as travel to school and parking will not be undertaken at this stage, but be proposed after occupation to establish a baseline.

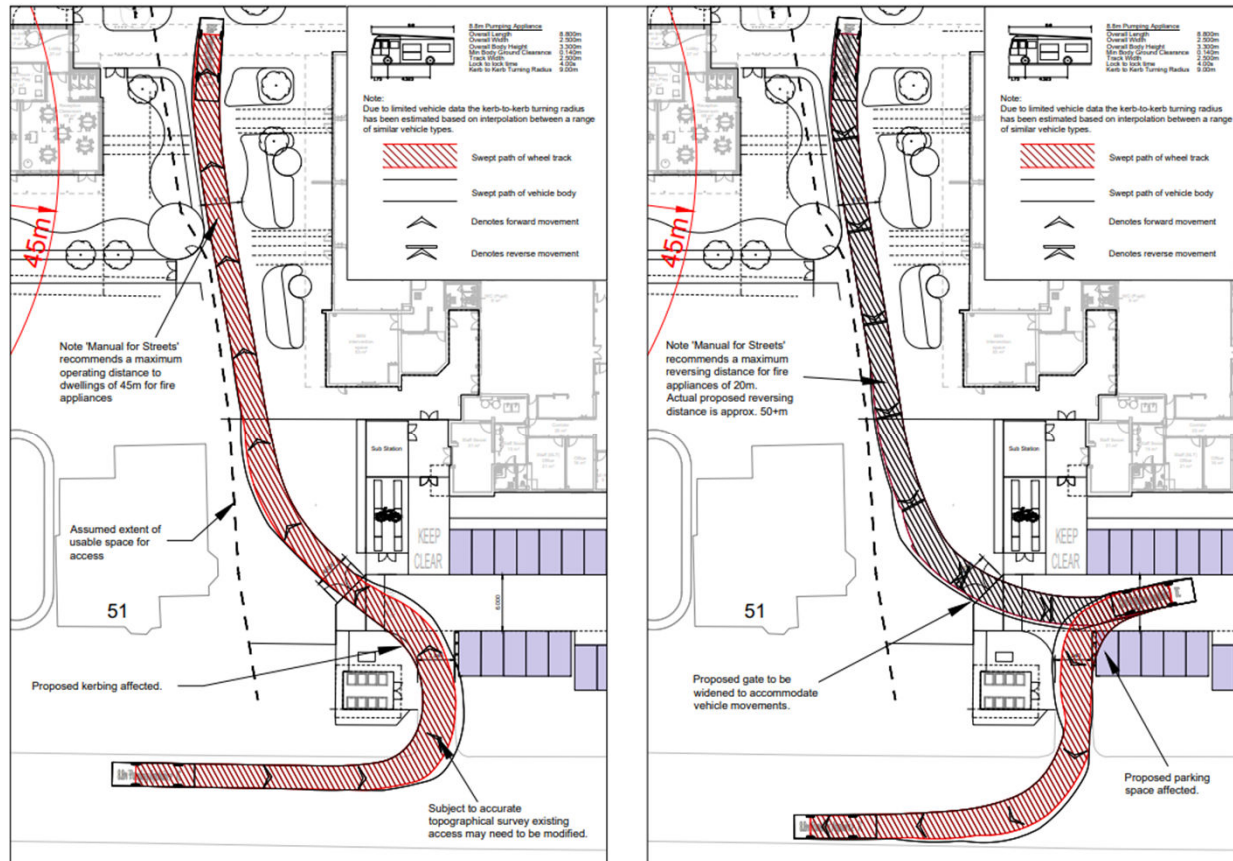
² [Travel Plans, Transport Assessments and Statements - GOV.UK](#)

Appendix A - Indicative tracking of minibus



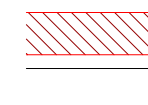
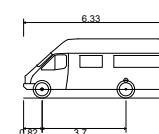
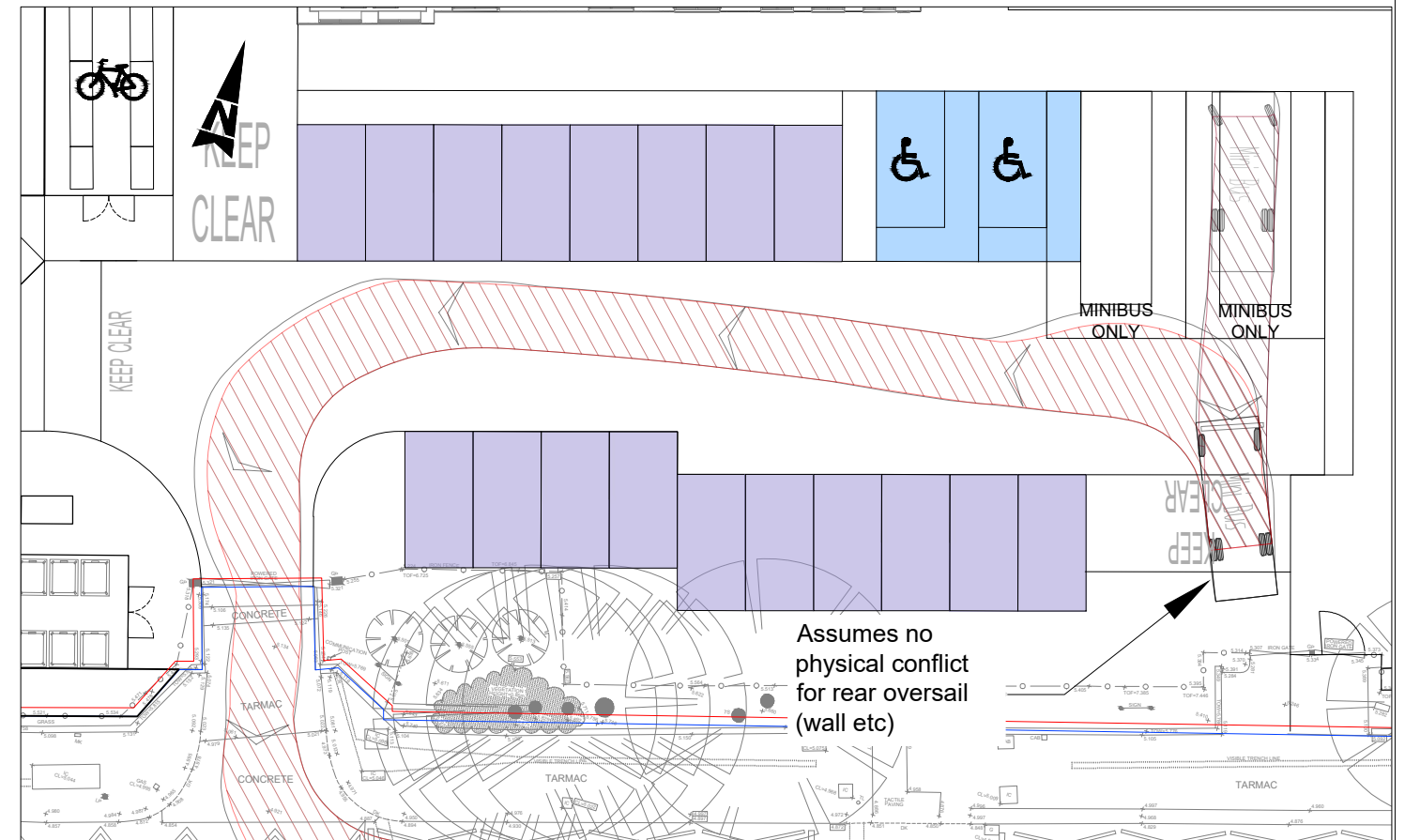
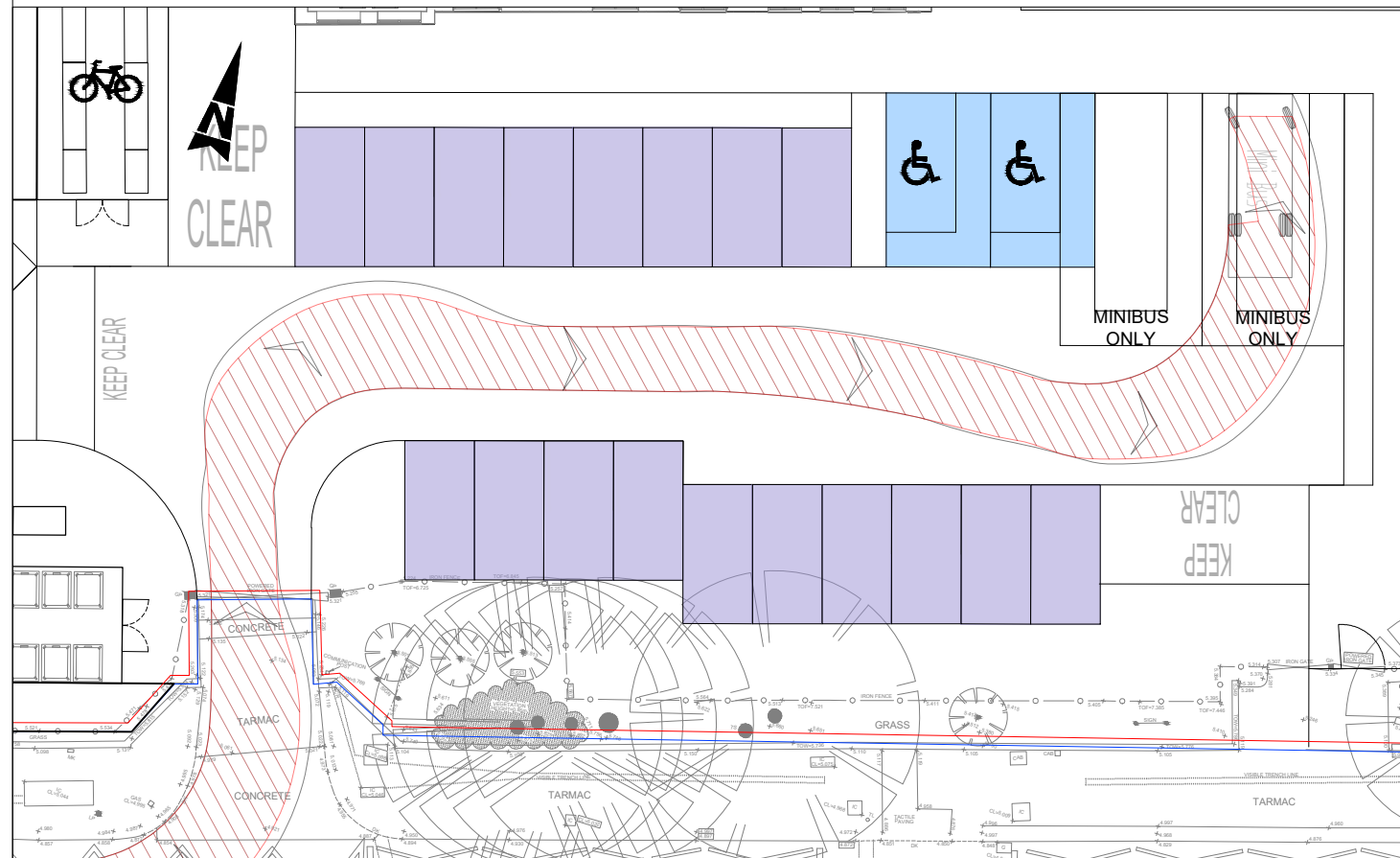
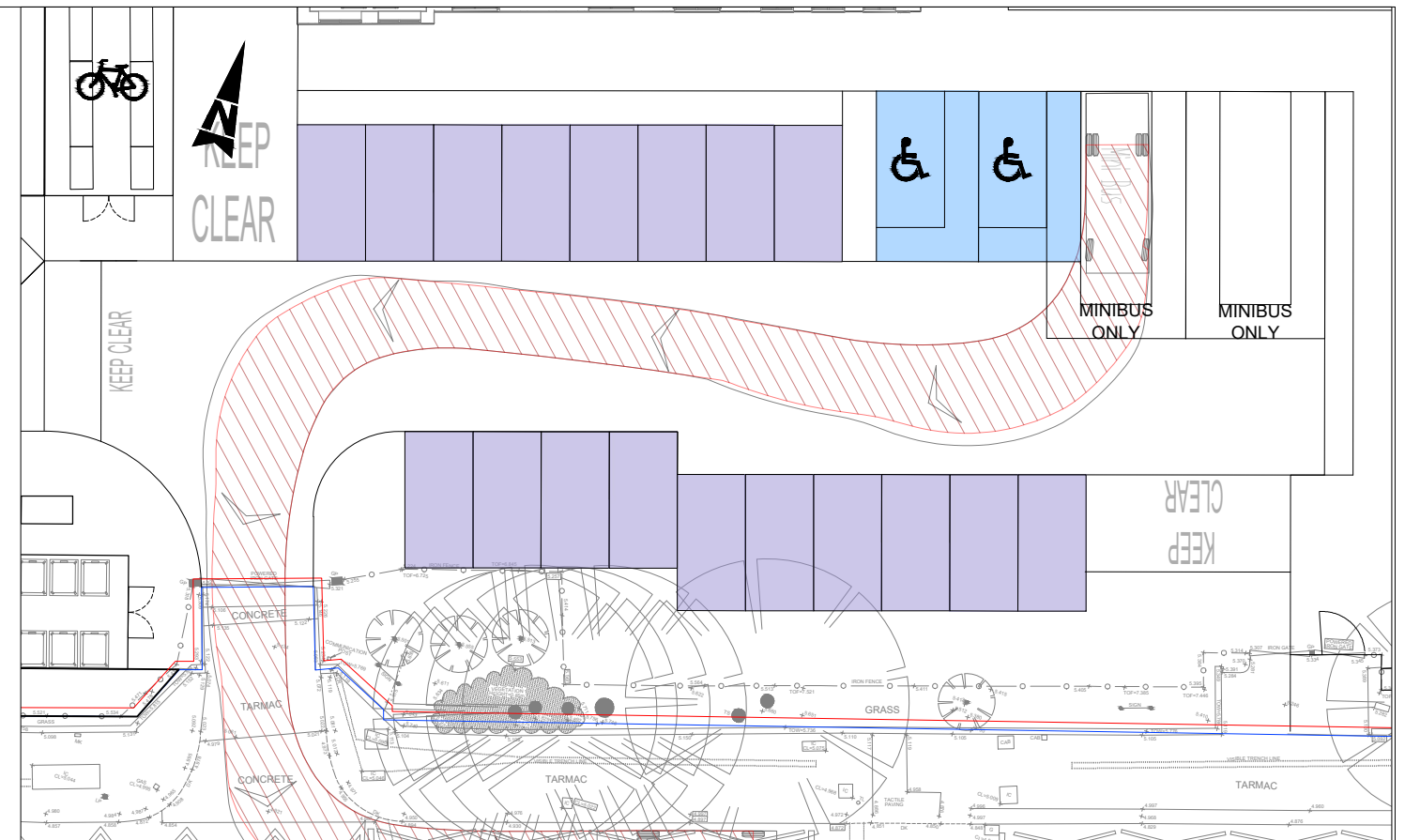
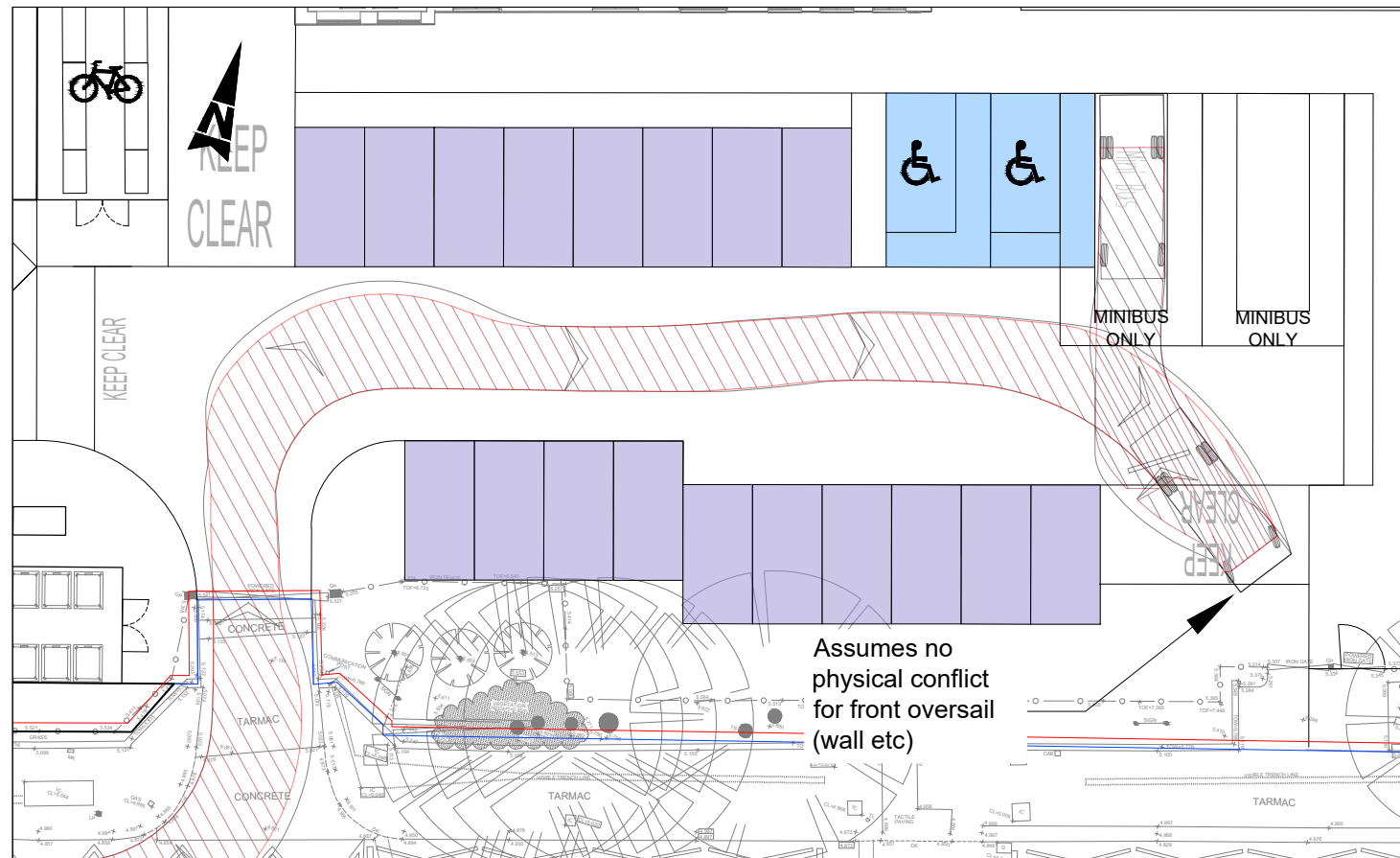
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Appendix C - Indicative tracking of fire appliance



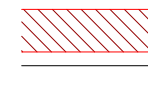
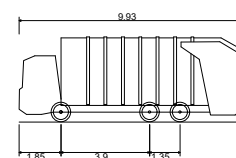
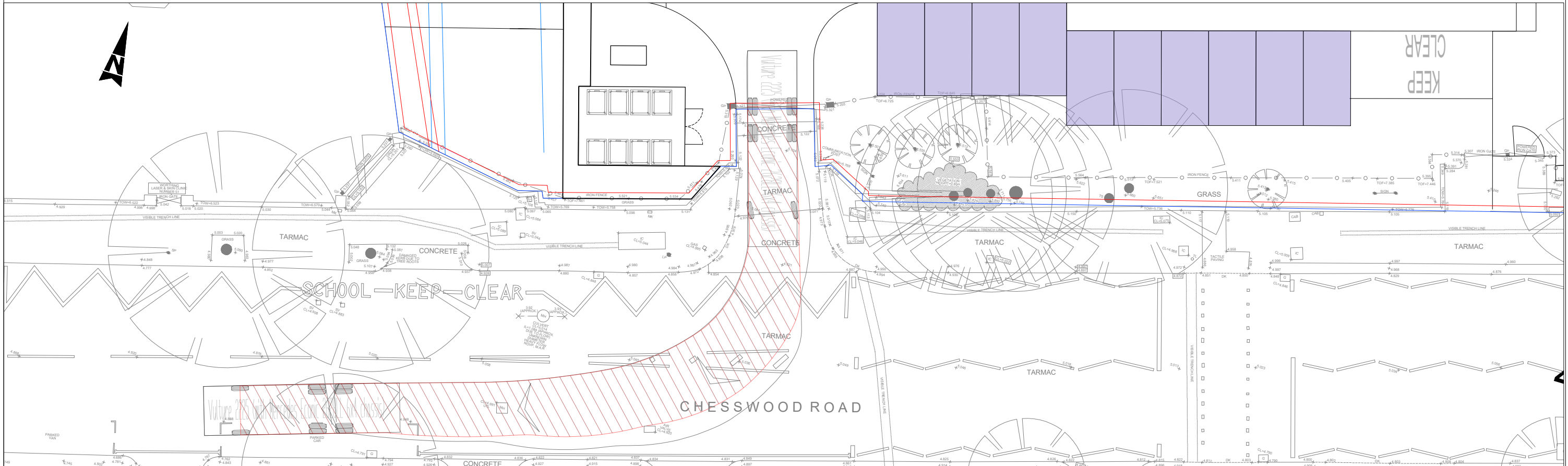
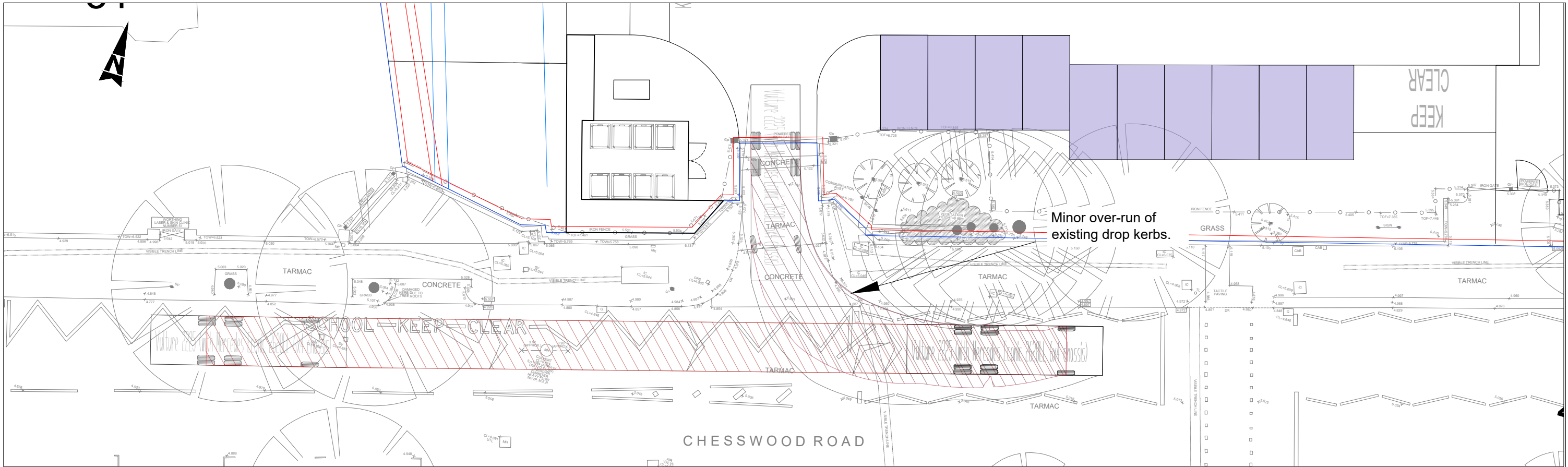
Appendix B.

Tracking of minibus vehicle



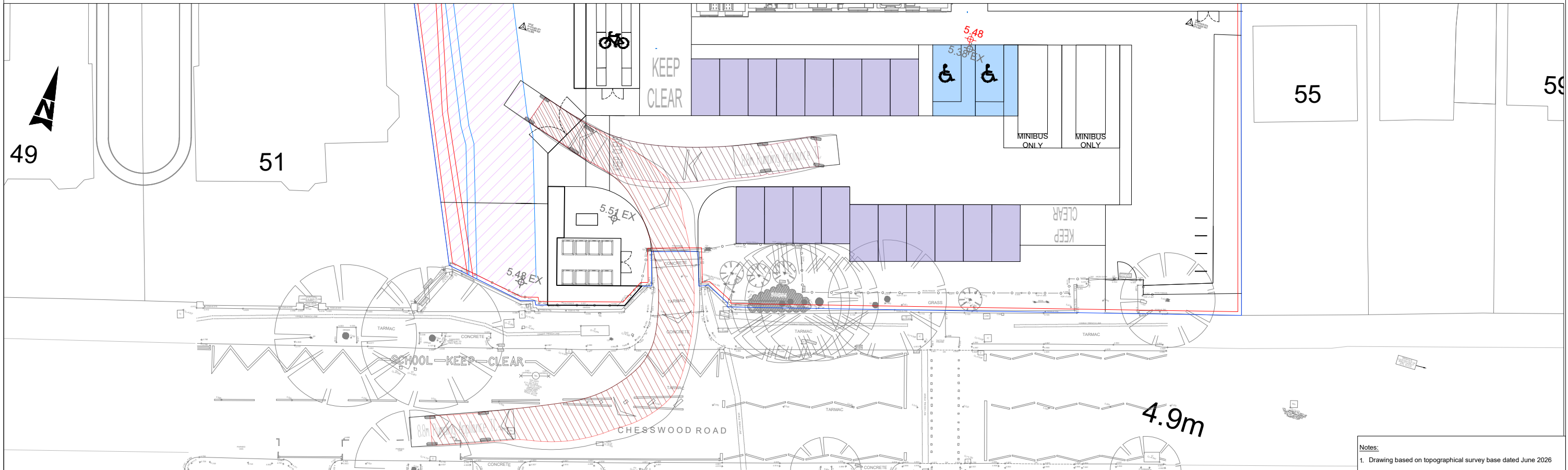
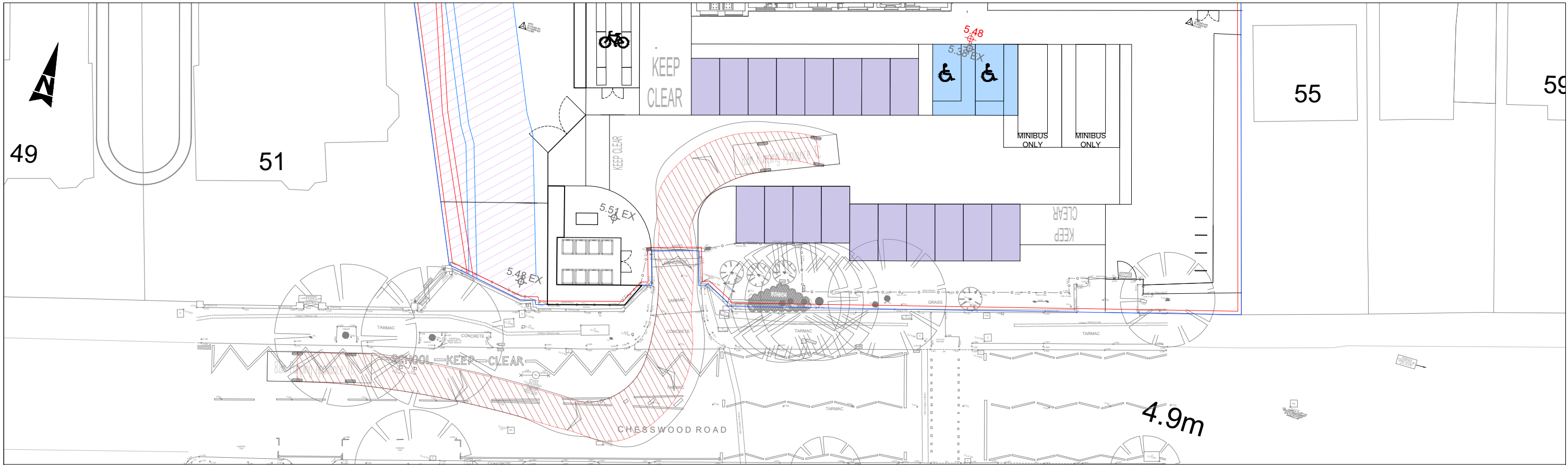
Appendix C.

Tracking of refuse vehicle



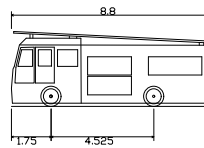
Appendix D.

Tracking of fire appliance vehicle



Notes:
1. Drawing based on topographical survey base dated June 2026

Key:



8.8m Pumping Appliance	
Overall Length	8.800m
Overall Width	2.500m
Overall Body Height	3.300m
Min Body Ground Clearance	0.140m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.00m

Note:
Due to limited vehicle data the kerb-to-kerb turning radius has been estimated based on interpolation between a range of similar vehicle types.

	Swept path of wheel track		Denotes forward movement
	Swept path of vehicle body		Denotes reverse movement

TECHNICAL NOTE