



Itchingfield Parish Council

9th September 2026

Dear Planning Team,

Please find attached Itchingfield Parish Council's representations in respect of planning application **DC/26/0933**.

The Parish Council's representation comprises three separate but complementary components, which should be read and considered together and in their entirety when determining the application:

1. **The Parish Council's representation (IPC 1 DC260933)**, setting out the Council's local knowledge, site-specific concerns and the wider and cumulative impacts of the proposed development;
2. **The planning representation prepared on behalf of Itchingfield Parish Council (IPC 2 DC260933)**, which addresses the relevant planning policy, development plan and other professional planning matters in greater detail; and
3. **The John Russell Transport Planning document (IPC 3 DC260933)**, which provides a more detailed assessment of the highway and transport concerns underpinning the Parish Council's objection.

The three components are intended to complement one another and, collectively, set out Itchingfield Parish Council's full representation and **unequivocal** objection to the proposed development.

The Parish Council respectfully requests that all three components are placed on the planning application file and that they are considered together when assessing and determining application DC/26/0933.

Taken together, these documents set out the Parish Council's concerns regarding the proposal, including its planning policy implications, local and cumulative impacts, and highway and transport issues.

Yours faithfully

Itchingfield Parish Council



Itchingfield Parish Council

9th September 2026

Dear Planning Team

Subject: DC/26/0933

Land between Muntham Drive and Smugglers Lane, Chapel Road, Barns Green, West Sussex

Erection of 31 dwellings with access from Chapel Road, including roads, parking, landscaping and associated works

Itchingfield Parish Council wishes to record its strong and unequivocal objection to planning application DC/26/0933.

This representation provides additional local context and highlights concerns which the Parish Council considers particularly relevant to the determination of this application.

The Parish Council considers that the proposal represents an unacceptable and unsustainable extension of Barns Green into the surrounding countryside and should be refused.

The proposal should not be assessed in isolation. It forms part of a rapidly changing pattern of development around Barns Green, including the existing Sumners Fields development and the proposed 68-dwelling development at Land North of Little Slaughterford, Chapel Road, Barns Green.

The site is greenfield land outside the established settlement

The proposal involves the development of greenfield land which contributes to the rural setting and character of Barns Green.

The Parish Council strongly objects to the continued erosion of the countryside around the settlement.

Development should be directed towards previously developed and brownfield land wherever suitable and deliverable sites are available before additional greenfield land is released.

Once undeveloped countryside is built upon, the loss is effectively permanent. The consequences extend beyond the physical footprint of the development and include

the gradual urbanisation of the village's rural setting, loss of openness, landscape change and pressure for further development.

The Parish Council is particularly concerned that allowing this application could establish a precedent for further development of land between and beyond the existing built-up areas.

Built-Up Area Boundary (BUAB)

The Parish Council has serious concerns regarding the relationship between this proposal and the Built-Up Area Boundary of Barns Green.

The Council considers that the boundary exists for an important planning purpose: to distinguish the established settlement from the surrounding countryside.

The approval of successive developments should not become a mechanism by which the Built-Up Area Boundary is effectively extended incrementally through planning decisions.

The Parish Council is concerned that this application represents another step in the outward expansion of Barns Green and could contribute to the gradual erosion of the distinction between the village and the countryside.

The Council should therefore carefully consider whether permitting this proposal would effectively create a precedent for further development beyond the established settlement.

Cumulative impact of development

This application cannot reasonably be considered in isolation.

The surrounding area has already experienced significant development, including the Sumners Fields development under DC/21/2697, which has delivered residential and commercial development (which remains largely unsold and uninhabited), and the proposed 68 dwellings at Land North of Little Slaughterford, Chapel Road.

The addition of a further 31 dwellings would intensify these cumulative effects.

The Parish Council therefore asks the Council to assess the combined effect of:

- the existing Sumners Fields residential development;
- the associated commercial development;
- the adjoining proposed development of 68 dwellings
- the proposed 31 dwellings under DC/26/0933

The cumulative effect on traffic, infrastructure, landscape, drainage, biodiversity, services and the character of the village must be considered rather than each application being treated as though it were unrelated to the others.

Highway Safety and Traffic – Chapel Road

The Parish Council has serious concerns regarding the highway implications of the proposed development and, in particular, the additional traffic that would be generated on Chapel Road.

Chapel Road is fundamentally a rural road serving Barns Green and the surrounding countryside, rather than an urban distributor road designed to accommodate significant volumes of additional residential traffic. Its character, width, alignment, junctions, visibility and relationship with surrounding properties are all reflective of its rural function.

The Parish Council considers that the impact of adding a further 31 dwellings to this road network must be assessed in the context of the existing and proposed development in the immediate area. The additional traffic cannot reasonably be considered in isolation from the existing Sumners Fields development and the proposed development ref BGR1 Land South of Smugglers Lane identified under strategic policy HA6 of Horsham District Council's emerging Local Plan on the adjoining site.

The cumulative effect could therefore be a substantial increase in vehicle movements along a road which already serves existing residential properties, agricultural uses, businesses and recreational facilities. The impact on our local pub and Village Shop will be significant.

The Parish Council is particularly concerned that the character of Chapel Road means that vehicle movements can have a greater impact than might be apparent from traffic numbers alone. Rural roads often have limited opportunities for pedestrians and cyclists to separate themselves from vehicular traffic, and drivers, pedestrians, cyclists, horse riders and agricultural vehicles will all need to share the same road environment.

The Parish Council is also concerned about the cumulative impact of construction traffic. If DC/26/0933 proceeds alongside other developments in the area, there could be a prolonged period during which heavy goods vehicles, construction vehicles and contractor traffic use Chapel Road. This would be particularly inappropriate on a rural road serving an established village community, traffic could not flow freely and safely.

The Council therefore considers that the highway assessment should look beyond the theoretical number of vehicle movements generated by 31 homes and properly assess how those movements will interact with the existing rural highway environment and the additional traffic arising from other development proposals.

Particular consideration should be given to:

- the Chapel Road junctions;
- pedestrian movements;
- existing footways and footpaths;
- increased vehicle movements;

- construction traffic;
- parking pressure
- impact on the Village Shop
- impact on the Queen's Head public house

Infrastructure and services

The Parish Council is also concerned about the ability of local infrastructure and services to accommodate further development.

The proposal would place additional demand on schools, healthcare, roads, drainage, utilities and other local services.

It is not sufficient to consider the infrastructure requirements of 31 homes in isolation when the surrounding area is simultaneously subject to substantial additional development.

Wastewater Treatment Capacity

The Parish Council has serious concerns regarding the capacity of the Barns Green wastewater treatment infrastructure to accommodate the additional demand that would arise from the proposed development.

The proposal for 31 additional dwellings would place further pressure on the existing wastewater network and treatment facilities serving the area.

The Parish Council understands that there are already concerns regarding the capacity of the Barns Green Wastewater Treatment Works and considers that these must be fully investigated before any further residential development is permitted.

It would be inappropriate for planning permission to be granted on the assumption that sufficient wastewater capacity will become available at a later date, particularly where there is evidence of existing pressure on the system.

Existing Surface Water and Flooding – Smugglers Lane/Chapel Road

The Parish Council also wishes to draw attention to an existing localised flooding and surface-water problem associated with the field, Smugglers Lane and Chapel Road.

During periods of significant rainfall, surface water currently runs from the field towards Smugglers Lane, resulting in water accumulating on the road and subsequently affecting the area around the Queen's Head Pub. This is an existing problem which is experienced by local residents and road users and should not be overlooked when assessing the drainage implications of the proposed development.

The Parish Council is concerned that developing this greenfield site, together with the associated roads, driveways, roofs and other impermeable surfaces, could alter existing drainage patterns and increase the volume and rate of surface-water runoff reaching Smugglers Lane which will make an already dire situation, significantly worse.

These photos show flooding of the field in December 2025, this is an annual occurrence and is a problem that is not going away and will be exacerbated by the proposed development.



The Parish Council considers that the drainage assessment should take proper account of the existing conditions on the ground, rather than relying solely on theoretical modelling of the proposed development.



Given that there is already evidence of surface water leaving the field and affecting Smugglers Lane and Chapel Road, the Parish Council considers that the burden should be on the applicant to demonstrate convincingly that the development will not worsen this situation.

Landscape and rural character

The development would result in the permanent urbanisation of an area which currently contributes to the rural landscape and setting of Barns Green.

The Parish Council considers that the cumulative expansion of the settlement is beginning to change the character of the area.

The landscape impact cannot simply be assessed by considering whether individual buildings can be screened by planting. The wider issue is the loss of countryside and the gradual transformation of the settlement's rural setting.

The proposal would contribute to this incremental urbanisation and should therefore be resisted.

Wild Service Trees and Hedgerow

The Parish Council has also identified the presence of potentially 3 wild service trees (*Sorbus Torminalis*) associated with the site.

The Parish Council understands that the presence of a wild service tree can be an indicator of long-established woodland and may be associated with ancient or species-rich habitats. The Parish Council is not suggesting that the individual tree itself has

automatic statutory protection, and it understands that the tree is not currently listed within the Sussex Wildlife Data Base purchased by the Parish Council earlier this year.

However, the Parish Council considers that its presence is nevertheless worthy of further investigation as part of the ecological assessment of the site.

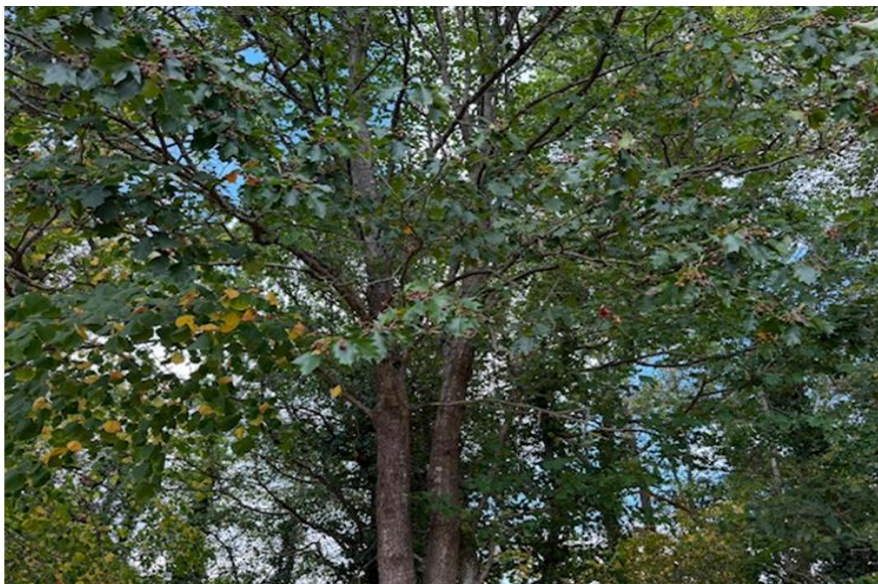
In particular, the Parish Council asks that consideration is given to whether the tree forms part of an established hedgerow and whether that hedgerow meets the relevant criteria for an important hedgerow under the Hedgerows Regulations 1997.

The Parish Council is concerned that the ecological significance of the existing hedgerow and associated vegetation may not be fully understood if individual trees are considered in isolation. The age, continuity and ecological value of the hedgerow and surrounding habitat should therefore be properly assessed before any works are undertaken.

The Parish Council requests that a suitably qualified ecologist considers:

- the wild service tree and its condition and significance;
- the hedgerow in which it is situated;
- whether the hedgerow meets the relevant criteria for an important hedgerow;
- the age, continuity and ecological value of the hedgerow;
- any relationship with other potentially historic or species-rich habitat on the site; and
- the potential impacts of site clearance, earthworks, construction and landscaping on these features.

The Parish Council is not seeking to assert that the presence of the wild service tree, by itself, prevents development. Rather, it considers that its presence raises a legitimate ecological question which should be properly investigated and addressed before the application is determined.



Established Anthills

The Parish Council is also concerned about the apparent presence of established anthills across the application site. We have been unable to identify any reference to these features within the information currently available in support of the application. If the anthills have not been surveyed or recorded, the Parish Council considers that this represents a potential gap in the ecological assessment of the site.

We request that the applicant's ecological assessment is reviewed and, if necessary, supplemented by a suitably qualified ecologist to establish the nature and ecological significance of the anthills and associated grassland habitat. The Council should be satisfied that any potential impacts arising from site clearance, earthworks, construction and changes to the grassland habitat have been properly assessed before the application is determined.



Ground Conditions and Impact on Neighbouring Properties

The Parish Council has concerns regarding the potential impact of the development's groundworks and foundation requirements on neighbouring properties and existing buildings.

The site is surrounded by established properties, including historic buildings and Grade II listed buildings, some of which may have relatively shallow foundations and may be particularly sensitive to ground movement and vibration.

The underlying clay soils, together with the presence of mature trees around the site, raise concerns regarding changes in soil moisture, soil movement and potential ground heave. Tree removal and substantial excavation could alter existing ground conditions and potentially affect the stability of neighbouring land and buildings.

The Parish Council is particularly concerned that, depending on the foundation solution required, substantial piling or other deep groundworks may be necessary. Such works

could generate vibration and ground disturbance which may have an impact on nearby properties, particularly older and listed buildings.

The Parish Council therefore considers that the potential effects of excavation, piling, ground movement, changes in soil conditions and vibration on neighbouring properties should be fully assessed.

Particular consideration should be given to the potential impact on nearby historic and listed buildings, including The Bennets, as well as other surrounding properties.

Planning balance

The Parish Council recognises that Horsham District Council has a significant housing requirement and that the Council must consider the provision of housing.

However, housing need does not automatically make every greenfield site an appropriate location for development.

The planning system requires development to be directed towards sustainable locations and to take account of environmental, social and infrastructure considerations.

The Parish Council considers that the cumulative level of development already proposed and delivered around Barns Green fundamentally changes the planning balance.

The Council must consider whether additional development in this location remains appropriate when the cumulative impacts on the village, countryside, infrastructure and local community are taken into account.

Conclusion

For the reasons set out above, Itchingfield Parish Council objects in the strongest possible terms to planning application DC/26/0933.

The Parish Council considers that the proposal:

- represents an unacceptable loss of greenfield countryside;
- would contribute to the incremental outward expansion of Barns Green;
- undermines the spatial strategy and objectives of the Itchingfield Neighbourhood Plan;
- risks further eroding the distinction between the established settlement and surrounding countryside;
- fails to give sufficient weight to the significant development already accommodated within the parish;
- gives rise to serious cumulative concerns when considered alongside Sumners Fields and the site at Land North of Little Slaughterford Chapel Road Barns Green West Sussex (BGR1);
- places additional pressure on local infrastructure and services;
- raises concerns regarding highway safety and traffic;

- raises concerns regarding drainage and flood risk

The Parish Council requests that all representations and objections previously submitted in relation to the proposed adjoining development are read and considered in conjunction with this representation in respect of DC/26/0933.

The two proposals must not be considered in isolation, given their proximity and the significant cumulative impact they would have on the local area. In particular, the Parish Council asks Horsham District Council to consider the combined effects of both developments in relation to infrastructure capacity, ecology and biodiversity, surface-water drainage and flooding, wastewater and sewage capacity, highways and traffic, and the wider impact on the character and sustainability of the rural community.

The fact that these matters may have been raised separately in representations relating to DC/25/2057 (BGR1) should not result in them being considered only in the context of that application. The additional 31 dwellings proposed under DC/26/0933 would add further pressure to the same infrastructure, drainage systems, highway network, ecological environment and community facilities.

The Parish Council therefore considers that a proper assessment of DC/26/0933 requires the cumulative impact of both applications, together with existing and committed development in the area, to be fully understood before either application is determined.

The Parish Council strongly objects to any approach which assesses these applications as individual developments without properly considering their combined and cumulative impact on Barns Green, Itchingfield Parish and the surrounding rural community.

The Parish Council wishes to make clear that it is not opposed to development in principle. It recognises that appropriate and sustainable development has an important role to play in meeting local housing needs and supporting the future of the community.

However, the Parish Council strongly objects to development which is contrary to, or undermines, the policies, objectives and spatial strategy of the Itchingfield Neighbourhood Plan, which has been made following extensive consultation and engagement with the local community.

The Parish Council is concerned that a number of the issues identified in this representation, particularly those relating to wastewater capacity, surface-water drainage, highway safety and supporting infrastructure, should not simply be left to be resolved after planning permission has been granted.

Where the Council considers that an identified issue can appropriately be addressed through a planning condition, the Parish Council asks that consideration is given to the use of an appropriate Grampian condition, where necessary.

The Parish Council therefore respectfully but firmly requests that planning permission is refused.

Yours faithfully

Itchingfield Parish Council



Itchingfield Parish Council

9th September 2026

Dear Planning Team

Itchingfield Parish Council (IPC) provides its response to planning application DC/26/0933 which is currently being considered by Horsham District Council.

This representation firstly addresses the status of the made Itchingfield Neighbourhood Plan, the principle of development and the proposal's failure to comply in principle with the adopted development plan. Thereafter the representation provides brief comments in respect of some site-specific matters covering issues including drainage, highways and design.

In preparing this response IPC has taken into consideration both planning consultancy advice and the objections lodged by residents of the Parish. IPC supports and endorses the local concerns to the proposed development expressed by consultee comments.

For the avoidance of doubt, the Parish Council **objects** to the proposed development and requests that Horsham District Council (HDC) refuse planning permission for the reasons set out in this letter.

Given the short timeframe allowed for this consultation period IPC has had limited opportunity to engage with expert advice; IPC reserves the option to provide further comments and/or provide further expert-based input beyond the expiry of the statutory consultation period.

The Development Plan

The UK planning system is plan-led. In England and Wales, Section 70(2) of the Town and Country Planning Act 1990 requires a local planning authority, when determining an application for planning permission, to have regard to the provisions of the development plan and to any other material considerations. Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that the determination of planning applications *“must be made in accordance with the plan unless material considerations indicate otherwise”*.

The development plan is therefore the primary starting point for decision-making. Where a policy contained in one development plan document conflicts with a policy in another development plan document, Section 38(5) of the Planning and Compulsory Purchase Act 2004 requires the conflict to be resolved in favour of the policy contained in the last document to be adopted, approved or published. In this case, the development plan comprises:

- Itchingfield Neighbourhood Plan (2024 – 2031) (INP)
- Horsham District Planning Framework (2015-2031) (HDPF)
- West Sussex Joint Minerals Local Plan (2018)

National policy sits alongside the development plan as a material consideration. The National Planning Policy Framework (NPPF) and National Planning Practice Guidance (NPPG) restates the statutory position, confirming that planning law requires applications to be determined in accordance with the development plan unless material considerations indicate otherwise. Paragraph 1 of National Planning Policy Framework says it is a material consideration of “*critical importance*”.

Material considerations may also include the evidential and technical assessments submitted with an application, consultee responses, and any emerging policies (and the weight afforded such policies, which may depend on their stage of preparation and the extent of unresolved objections).

In practice, this means the decision-maker must identify the relevant development plan policies, assess whether the proposal complies with them, and then carry out a transparent planning balance that explains what weight has been given to any other material considerations and why.

Itchingfield Neighbourhood Plan (INP)

The Itchingfield Neighbourhood Plan was made on 8th October 2025. At the point it was made it became part of the statutory Development Plan for the purposes of Section 38 of the Planning and Compulsory Purchase Act 2004. It is the last (and therefore most up to date) document to become part of the Development Plan.

The foreword to the Neighbourhood Plan confirms that the purpose of the INP is to set out how the parish will develop over the period until 2031, and how it will contribute to the housing build required by central government.

In scope, the INP is not limited to housing. It addresses where development should go, what kind of homes are needed and how development should be designed, while also covering wider land use matters including the environment and heritage, community infrastructure, the local economy and transport. It includes monitoring and review

provisions, policy maps, and an accompanying evidence base that informs the vision, objectives and policies.

The INP provides policy support for a wide range of development, including housing, where it is within the identified Built Up Area Boundary. In respect of housing, the INP expects a minimum of 61 new dwellings in the parish over the plan period, including circa 32 dwellings at Sumners Ponds, circa 20 dwellings at the Old School site, and 9 units anticipated as windfall within the Built Up Area Boundary (Policy 11). The IDP supports additional 'windfall' dwellings within the built up area boundary.

It is noted, and HDC will appreciate, that the site under consideration in this planning application was considered as part of the preparation work and evidence base informing the IDP and was considered 'undevelopable' for reasons including: impact on traffic congestion and safety; harm to the rural environment of the parish; potential to exacerbate surface water runoff onto Chapel Road; out of character with the remainder of the village.

Horsham District Planning Framework (2015-2031)

The HDPF contains both strategic policies and general planning policies and identifies development locations to meet future needs including housing, employment, retail and other uses, while also providing a framework for protecting and enhancing the natural and built environment. It includes a set of strategic allocations and explains that infrastructure requirements arising from development are supported through mechanisms such as the Community Infrastructure Levy and section 106 obligations, particularly on strategic sites.

HDPF Policies 2 and 3 seek to achieve a sustainable distribution of development in the district and to maintain the district's rural character, in part by focusing new development within defined Built Up Area Boundaries.

The application site is located outside the Built Up Area Boundary of Barns Green and is not allocated for residential development. Consequently, insofar as HDPF Policies 4 (Settlement Expansion) and 26 (Countryside Protection) set out criteria for consideration of development in such cases, the proposal would not be in accordance with these policies.

Compliance with Development Plan

It is clear that the adopted development plan does not allocate or provide policy support for new housing development at this site. The proposal is contrary to the HDPF and, significantly, is contrary to the INP.

The INP identifies where housing is intended to be accommodated up to 2031 and, by implication, where it is not, and it re-confirms the Built-Up Area Boundary for Barns Green. The proposed development would therefore represent a departure from a recently made - and by definition up to date – development plan.

In a plan-led system, a departure from the development plan can only be justified where there are material considerations of sufficient weight to indicate otherwise, and where the decision-maker can evidence a clear and transparent planning balance. In this case, the proposal runs directly counter to the settlement strategy and countryside protection approach embedded in the adopted development plan, including both the INP and the HDPF.

Material Considerations

As set out above, development proposals are required by section 38(6) of the Planning and Compulsory Purchase Act 2004 to be determined in accordance with the Development Plan “*unless material considerations indicate otherwise*”.

Such material conditions, in this case, included the NPPF and may include HDC’s “*Shaping Development in Horsham District Planning Advice Note*” (SDHD), approved by HDC’s Cabinet on 17 Sept 2025, as a non-statutory planning guidance document.

NPPF, August 2026

The latest version of the NPPF was released on 17th August and applied immediately. The Framework includes a set of national decision-making policies. HDC will be aware that the latest version of the NPPF excludes the test previously provided by NPPF paragraph 11d, and does not therefore define when a development plan is out-of-date. Rather the NPPF 2026, provides national policy that sets out criteria against which development should be judged, depending on whether it is within or outside a settlement.

Policy S3 of the NPPF requires decisions on development proposals to apply a presumption in favour of sustainable development, and that means for development proposal outside settlements, Policy S5 should be applied.

Policy S5 provides a list of “*certain forms of development*” that should be approved outside settlements. For proposals for residential development on undeveloped greenfield sites, the criteria/list includes:

“j. *Development which would address an evidenced unmet need (including, but not limited to, development proposals involving the provision of housing where the local planning authority cannot demonstrate a five year supply of deliverable housing sites or*

scores below 75% in the most recent Housing Delivery Test²⁷), and where the development would:

- i. *Be physically well-related to an existing settlement (unless the nature of the development would make this inappropriate) and be of a scale which can be accommodated taking into account the existing or proposed availability of infrastructure; or*
- ii. *Comprise major development for freight and logistics purposes which accords with policy E3.*

Notwithstanding Policy S5, Policy S6, which relates to “*Neighbourhood Plans and the presumption*” states that:

“For development proposals involving the provision of housing, the benefits of approving development are likely to be substantially outweighed by the adverse effects where a proposal would conflict with a neighbourhood plan, provided the following apply:

- a. *The neighbourhood plan became part of the development plan five years or less before the date on which the decision is made; and*
- b. *The neighbourhood plan contains allocations to meet its identified housing requirement (see policy HO2)*

The Itchingfield Neighbourhood Plan satisfies criteria a) and b) of NPPF Policy S6.

In respect of Criterion a) the INP became part of the development plan on 8th October 2025, well within 5 years before the anticipated date of decision for planning application DC/26/0933.

In respect of Criterion b), Chapter 6 of the INP addresses housing provision within the INP area, and Policies 9, 10 and 11 provide the policies and allocations to meet the identified housing requirement.

In that context, Policy 6 of the NPPF applies in this case and, given the proposal conflicts with the neighbourhood plan, the expectation of NPPF Policy 6 is that the benefits of approving the development are likely to be substantially outweighed by adverse effects, and therefore the proposal should be refused.

Emerging District Plan

The applicant refers to the site as a draft allocation in the emerging Horsham District Local Plan. This does not materially alter the position. The emerging Local Plan is not adopted and, given the current stage of examination it cannot be afforded significant

weight. The Parish Council also notes that the Inspector examining the emerging plan has recently issued further questions to HDC regarding the proposed main modifications and site allocations, including in relation to the relationship between the main modifications and the Itchingfield Neighbourhood Plan.

Given the emerging plan's current draft status it cannot override the recently made Neighbourhood Plan or establish the principle of development.

Shaping Development in Horsham District Planning Advice Note

HDC's "*Shaping Development in Horsham District Planning Advice Note*" (SDHD), was approved by HDC's Cabinet on 17 Sept 2025, as a non-statutory planning guidance document. The purpose of the SDHD, as described by the officer's report to HDC Cabinet, is to "*to provide advice on the determination of planning applications in the context of the Council being unable to demonstrate a five-year housing land supply (and thus subject to the 'presumption in favour of sustainable development' also known as the 'tilted balance')*".

As non-statutory planning guidance, the SDHD does not form part of the statutory development plan and is a material consideration only, with the weight afforded it dependent on the facts of the case and its consistency with national policy and the adopted development plan.

Evidently, since the release of the advice note in September 2025, the government has released new national policy - the August 2026 version of the NPPF - and the 'tilted balance' provision of the previous NPPF paragraph 11d no longer applies.

That notwithstanding the SDHD recognises that planning applications must be determined in accordance with the development plan unless material considerations indicate otherwise, and it frames the document as providing "*clarity*" and "*guidance*" about the Council's approach for those engaging with the planning system.

There are, in our view, two sections of the SDHD that are particularly relevant in the context of Horsham Council's consideration of planning application DC/26/0933.

Section 2 of the SDHD discusses the "*weight of the HDPF and other documents*". Those 'other documents' include the emerging Horsham District Local Plan 2023-2040. The SDHD considers and provides guidance on the weight that can be given to the emerging Local Plan policies by reference to the considerations set out at paragraph 49 of the previous NPPF. Those same considerations are now set out at Policy DM4 of the NPPF August 2026.

For each of the considerations, HDC conclude that there is no justification for applying great weight to the policies of the still emerging HDLP, and paragraph 2.21 of the SDHD

concludes: “Taking the above together, the general advice is therefore that although the policies of the emerging Local Plan are likely to be material considerations in relation to specific planning applications, the weight to be applied to such policies is, at the time of writing, likely to be limited in most cases. The weight may increase should the examination progress to further stages.”

Since the SDHD was issued in mid-September 2025, the preparation process for the emerging local plan has progressed including consultation (which expired on 27 August 2026) on Main Modifications to the Plan designed to address issues raised by the Inspector relating to housing need and supply.

However, there has been no further material progress to the examination of the emerging Local Plan in respect of specific site allocations, and – as we note above - the Inspector examining the emerging plan issued further questions to HDC on 7th September 2026 regarding the proposed main modifications and site allocations, including in relation to the relationship between the emerging plan and the Itchingfield Neighbourhood Plan.

Section 3 of the SDHD, relates specifically to Neighbourhood Plans, and provides advice in relation to the weight afforded Neighbourhood Plans in the context of (then) NPPF paragraph 11d) and the application of the ‘tilted balance’. Paragraph 3.4 of the SDHD makes clear that even if a local authority is unable to demonstrate a 5 year housing land supply, paragraph 14 of the NPPF 2024 would apply providing the neighbourhood plan satisfied the criteria set out in paragraph 14.

As we note above, the latest version of the NPPF was released on 17th August and applies immediately. Policy S6 of the 2026 NPPF repeats the criteria previously applied by paragraph 14. Accordingly, the SDHD advice should be read as now applying to Policy 6 of the NPPF, which is clear that where a proposal conflicts with the neighbourhood plan, the benefits of approving the development are likely to be substantially outweighed by adverse effects, and therefore the proposal should be refused.

In our view, the benefit of some 31 new dwellings, in itself, carries insufficient weight to outweigh the conflict with the INP, and it cannot be sufficient reason to approve the proposal given the role and status of the Neighbourhood Plan and the requirement of Policy S6 of the NPPF.

There are other material considerations that must be considered, including those raised by consultee comments some of which we consider below:

Pedestrian access

The submitted Transport Statement (at paragraph 4.2.4) in respect of the main site access, says the footway along the north edge of the site access will “*continue for approximately 20 metres along the southern side of Church Lane to create a short, clearly defined pedestrian refuge and improve visibility between drivers and pedestrians at the access*” and paragraph 4.2.5 of the Transport Statement says the junction arrangement drawing is provided in Appendix 4 of the statement.

The Parish Council assumes the reference to ‘*Church Lane*’, “*the southern side of Church Lane*” and a “*20 metre pedestrian footway*” is an error and does not relate to the development proposed.

That notwithstanding, Appendix 4 of the Transport Statement shows the main site access works includes the provision of a pedestrian footway north and south of the access junction. The submitted “*Hard Landscape Proposals Sheet 4 of 4*” indicates that the location of this proposed footway falls outside of the application site, and its provision will therefore be reliant on other parties. It would also appear to conflict with existing, retained trees. It is unclear to the Parish Council whether this pedestrian footway is achievable.

Foul drainage

The Parish Council is concerned that the proposal would place additional pressure on an already constrained foul drainage and sewerage system, with a real-world history of sewer overflows affecting the local water environment. The Parish Council raised similar concerns in its consultation response to proposed development to the south of the application site (planning application DC/25/2057). Whilst the Parish Council acknowledges that Southern Water has confirmed there is “*currently capacity within the local foul sewer network for this development*” it has also confirmed that “*tests are currently being undertaken at Barns Green WTW*”.

Development permeability

The Parish Council does not support the proposed entrance gate feature. The effect of the feature will be to perceive the development as a gated development, or otherwise deter permeability and access to the development and its reciprocal relationship with existing neighbouring development.

Policy 10A of the IDP encourages developments to incorporate and promote walking and cycling, and the Parish Council is encouraged that the proposal includes provision of pedestrian access to the site from Muntham Drive. In a similar vein, the Parish Council considers there is potential for the development to improve its permeability and

its connectivity with the wider Public Rights of Way network, by providing a direct pedestrian link to Smugglers Lane PROW to the southwest of the site.

Conclusion

The proposed development is contrary to the adopted development plan in principle. The site lies outside the defined Built Up Area Boundary, is not allocated for housing, and the proposal conflicts with the settlement strategy and countryside protection approach in the Horsham District Planning Framework.

Most significantly, it conflicts with the Itchingfield Neighbourhood Plan, which was made on 8 October 2025 and is therefore the most up to date expression of the development plan for the parish

The Neighbourhood Plan has been examined, endorsed through referendum, and made by Horsham District Council. It identifies how and where housing growth should be accommodated to 2031, and the application site is not supported by that strategy.

Policy S6 of the NPPF applies. The clear direction of Policy S6 is that permission should not be granted for development that conflicts with the Neighbourhood Plan, because the adverse impacts of doing so are likely to significantly and demonstrably outweigh the benefits.

The Parish Council does not consider the benefit of 31 dwellings can be deemed sufficient to reasonably outweigh the direct conflict with the made Neighbourhood Plan, or the spatial strategy of the adopted Local Plan.

For these reasons, and having regard to the additional concerns raised in this letter, Itchingfield Parish Council unequivocally requests that Horsham District Council refuses planning permission.

Kind regards,

Itchingfield Parish Council

1.0 INTRODUCTION

- 1.1 This report is prepared in relation to planning application reference DC/26/0933 that seeks permission for a proposed development of 31 dwellings ('the Proposed Development') on Land Between Muntham Drive and Smugglers' Lane Barns Green, Horsham ('the Site').
- 1.2 This report considers the following topics:
- Relevant Transport Policy;
 - Connectivity to facilities and amenities;
 - Highway Access; and
 - The completeness of the Transport Assessment having regard to current national planning policy.
- 1.3 A summary and conclusion is provided at the end of this report, which is that as submitted, the proposals have not demonstrated provide safe and suitable access for all users and is inconsistent with the objectives of the NPPF to promote sustainable development and safeguard highway safety having regard to reasonable future, cumulative scenarios.

2.0 TRANSPORT PLANNING POLICY

- 2.1 The Government's planning policies for England are set out in the National Planning Policy Framework (NPPF), published in August 2026. The NPPF places clear emphasis on the integration of land-use and transport planning and requires the transport implications of development to be properly understood, including its impacts in combination with other development and during both the construction and operational phases.
- 2.2 It is noted that the planning application was submitted prior to the August 2026 NPPF coming into force. It is expected that the applicant will be providing an addendum dealing with the changes in planning policy.
- 2.3 The relevant transport policies are set out below.

Policy TR3: Locating Development in Sustainable Locations

- 2.4 Policy TR3 establishes the principles that should guide the location of development. In particular, development should be located so that it supports sustainable patterns of movement, provides good accessibility for different users and makes effective use of existing and proposed transport infrastructure stating:

1. So that development is located where it can support sustainable patterns of movement, enable good accessibility for different users and make the most of existing and proposed transport infrastructure,

development proposals should reflect the following principles, taking into account the vision for the site, the type of development and its location:

a. Development proposals which could generate a significant amount of movement, in the context of the area within which they would be situated, should be in locations that are sustainable (or which can be made so, taking into account planned improvements including any provided for as part of the development itself). This means that the location should limit the need to travel, particularly by car, and offer a genuine choice of transport modes for residents and users, unless the nature of the development would make this impractical;

b. Opportunities should be taken to utilise existing or proposed transport infrastructure in optimising the amount or density of development which can be accommodated in different locations, especially where this can support more walking, wheeling, cycling and public transport use;

c. The environmental impacts of traffic and transport infrastructure should be identified, assessed and taken into account – including taking opportunities to avoid or mitigate any adverse environmental effects, and to secure net environmental gains such as reductions in air pollution;

d. In rural areas, opportunities to improve wheeling, cycling and public transport and enhance the connectivity of an area should be taken where they exist and can be supported by the development proposed.

2. The Connectivity Tool (Connectivity Tool - GOV.UK) should be used alongside other relevant evidence in assessing the connectivity of particular locations proposed for development.

2.5 The NPPF glossary defines sustainable transport modes as:

“Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking, wheeling, cycling and public transport.”

2.6 It is noteworthy that this definition does not include electric vehicles. This reflects the Government's increased emphasis on walking, wheeling, cycling and public transport and its desire in particular to reduce the need to travel by car.

Policy TR6: Assessing Transport Impacts

2.7 Policy TR6 sets out specific requirements for the assessment of transport impacts. Where development is likely to generate significant amounts of movement, it requires the proposal to be supported by a proportionate transport statement or transport assessment and a travel plan.

2.8 Importantly, TR6(3) requires the assessment of movement patterns and potential impacts to consider reasonable future scenarios, including cumulative impacts, multimodal trip generation and the promotion of sustainable modes of travel.

2.9 TR6(4) further provides that development proposals **should be refused** where they would have a severe adverse impact on the transport network or an unacceptable impact on highway safety, taking into

account mitigation and wider network improvements. Critically, the policy expressly states that this applies both during the construction phase and following completion.

- 2.10 These requirements are important in the context of the Proposed Development. The transport impacts of the Proposed Development cannot properly be understood by considering the application in isolation from the other development that is either already permitted or planned and therefore reasonably foreseeable in the surrounding area.
- 2.11 A policy compliant transport assessment must consider, amongst other matters:
- the existing transport network and its current operation;
 - the permitted Herons Reach development and its associated highway changes;
 - the reasonable scenario of adjacent and nearby local plan allocations coming forward in addition to the Proposed Development;
 - multimodal trip generation and the implications for walking, wheeling, cycling and public transport, as well as private vehicle movements;
 - the impacts of development traffic at relevant times of day and on the wider highway network; and
 - the impacts arising during the construction phase, including construction traffic, vehicle movements, deliveries and highway safety.
- 2.12 The requirements of TR6(3) are not satisfied simply by demonstrating that the highway network can accommodate the additional traffic generated by the Proposed Development considered as a stand-alone development. The assessment must address the reasonable future transport scenario, including cumulative development and multimodal trip generation.
- 2.13 Similarly, TR6(4) requires consideration of impacts during construction as well as following completion. An assessment which contains no assessment of construction impacts cannot demonstrate compliance with this requirement. Given the prescriptive nature of Policy TR6(4), absent an assessment of construction impacts, the planning authority is required to refuse planning permission.

3.0 SUSTAINABLE TRANSPORT CONNECTIVITY

- 3.1 The Department for Transport (DfT) Connectivity Tool provides a publicly accessible, scores-based view of the Department's national connectivity metric. It indicates how well locations are connected to everyday destinations by walking, cycling and public transport, allowing an assessment of sustainable transport accessibility.
- 3.2 It is an NPPF policy requirement at TR3(2) to utilise the tool to understand the connectivity of a site.
- 3.3 The tool assists practitioners in assessing the connectivity of locations across England and Wales. It enables users to:
- display how any location is connected to everyday services by walking, cycling, driving and public transport; and

- model potential new transport routes in order to understand how such interventions could affect overall connectivity.

3.4 The DfT model identifies a basket of destinations that people may reasonably need to access in their daily lives. These destinations fall within the following broad categories:

- education;
- leisure and community facilities;
- employment;
- healthcare;
- shopping; and
- social visits.

3.5 It should be noted that the Connectivity Tool does not assess the quality of routes used to access destinations. For example, there is currently insufficient nationwide data regarding factors such as pavement quality, lighting, perceived safety, or the suitability of cycling infrastructure. In the case of cycling, the tool assesses distance only, rather than the safety or attractiveness of the route. In practice, these qualitative factors can significantly influence whether people choose to travel by active modes. The Connectivity Tool therefore provides a measure of potential connectivity, while detailed assessment of route quality and necessary infrastructure improvements must be undertaken separately by designers and transport professionals.

3.6 Connectivity scores are expressed as a percentage relative to the most connected locations in England and Wales. For example, a score of 50% indicates that a location has half the level of connectivity of the most connected areas. Importantly, this does not represent “average connectivity”. The Department for Transport clarifies that average connectivity corresponds to a higher score. Further clarification is provided by DfT below:

Overall	
10th percentile	38.9
20th percentile	52.1
30th percentile	58.6
40th percentile	63.1
Median	66.8
60th percentile	70.2
70th percentile	73.7
80th percentile	77.8
90th percentile	83.2

3.7 Figure 3.1 illustrates the sustainable transport connectivity score for the Site, considering all sustainable modes except driving. The Connectivity Tool displays results using a colour scale ranging from red (most connected) to violet (least connected).



Figure 3.1: DfT Connectivity Tool – All Sustainable Transport Modes'

- 3.8 The figure indicates that the Site has a connectivity score of 31, placing it within the lowest 10th percentile of the sustainable transport connectivity scale.
- 3.9 This demonstrates that the Site is poorly connected by sustainable transport modes to a basket of everyday facilities. It is therefore reasonable to conclude that the private car is likely to be the dominant mode of transport for most journey purposes.
- 3.10 This conclusion is reflected in Census data for Barns Green, presented in the Applicant's Transport Statement and reproduced below.

Usual method of travel to work	2021
Bus, minibus or coach	1%
Train	8%
Driving a car or van	81%
Passenger in a car or van	4%
Bicycle	1%
On foot	5%

Table 3.1: Census data of usual method of travelling to work

- 3.11 The data indicates a high reliance on the private car for journeys to work with approximately 81% of residents driving a car or van to work, with a combined total of approximately 85% travelling by car when

passengers are also included. This demonstrates that the private car remains the dominant mode of travel for commuting among residents.

- 3.12 After the private car, the next most common method of travel is train, accounting for 8% of journeys. To be clear, there is no railway station within Barns Green. Residents who identify that the train is their main mode of travel on a journey have to travel to Christ's Hospital railway station. In practice, most residents are likely to access the station by car because:
- the distance from Barns Green makes walking impractical; and
 - bus connectivity to the station is poor.
- 3.13 Consequently, it is likely that approximately 93% of journeys involve car use, comprising 89% as driver and 4% as passenger.
- 3.14 Despite this, the Proposed Development does not propose any substantive improvements to the existing sustainable transport offer that would fundamentally alter established travel patterns. In the absence of meaningful improvements to sustainable transport infrastructure or services, the Proposed Development would be highly car-dependent, reinforcing existing travel patterns rather than supporting a meaningful shift towards sustainable modes.

4.0 HIGHWAY ACCESS

Proposed Highway Access

- 4.1 The Site has a narrow frontage to the public highway, which is formed by Chapel Road. As a consequence, the proposed site access is located directly opposite the vehicular access to the Queens Head public house car park and its associated loading area.
- 4.2 The application documents do not provide any meaningful assessment of the safety and practical implications of this arrangement for the public house. In particular, there is no assessment of how delivery vehicles will access, manoeuvre within and exit the pub's frontage and loading area once the proposed development access is operational.
- 4.3 This is a significant omission given that the proposed access would introduce additional vehicle turning movements directly opposite an existing car park access and loading area, creating the potential for conflicting vehicle movements on Chapel Road.

Planning Application DC/25/2057

- 4.4 The transport assessment fails to meaningfully consider the development immediately to the south of the Site, which is the subject of planning application DC/25/2057 for 68 dwellings.
- 4.5 The proposed highway access for DC/25/2057 is located approximately 40 metres south of the proposed access to the Site. Furthermore, DC/25/2057 proposes traffic management measures which commence at, or in the immediate vicinity of, the proposed access to the Site.

- 4.6 The DC/25/2057 proposals have the potential to materially affect the operation, character and capacity of this section of Chapel Road and are therefore directly relevant to the assessment of the proposed access. However, they do not appear to have been properly taken into account in the Applicant's transport assessment.
- 4.7 The close proximity of the two proposed development accesses is particularly important. The Applicant's assessment should demonstrate how the two access arrangements would operate together, including the interaction of vehicle turning movements, visibility, pedestrian movements and the proposed traffic management measures.
- 4.8 Without such an assessment, it is not possible to establish whether the proposed access would operate safely and effectively within the highway environment that would reasonably be expected to exist should DC/25/2057 come forward.

Permitted Development - Herons Reach

- 4.9 The assessment must also take account of Planning Application ref. DC/19/2052 ("Herons Reach Permitted Development"), which benefits from planning permission and includes:
- demolition of the existing village shop;
 - restoration and refurbishment of the listed Herons Reach building;
 - erection of a replacement standalone shop building with residential accommodation above;
 - erection of a new residential dwelling; and
 - formation of a new vehicular access onto Chapel Road.
- 4.10 The permitted development will materially alter the existing movement pattern along Chapel Road, particularly in the vicinity of the Site's proposed access. The relocation of the village shop, together with the creation of a new vehicular access, will change the pattern of vehicle and pedestrian movements and the way in which this section of the highway is used.
- 4.11 These changes are not hypothetical: they arise from an extant planning permission and therefore form part of the reasonably foreseeable highway context against which the proposed development should be assessed.

Highway Access Conclusion

- 4.12 The combined effect of the permitted Herons Reach development and the proposed development immediately to the south under DC/25/2057 is therefore highly relevant to the operation and safety of the proposed Site access. Taken together, these developments would introduce additional vehicle accesses, turning movements, pedestrian activity and associated traffic management measures within a short 80-metre section of Chapel Road.
- 4.13 This is particularly significant given that the section includes the village shop, which is likely to be one of the busiest points in the village in terms of pedestrian activity. The cumulative impact of these changes therefore needs to be considered holistically, rather than assessing the proposed Site access in isolation.

- 4.14 The Applicant's transport assessment does not provide a comprehensive assessment of how these planned highway alterations would operate together. Absent such an assessment, the Applicant has failed to demonstrate how the Proposed Development would contribute to safer and more attractive sustainable travel or that there would not be an unacceptable impact on highway safety.
- 4.15 Having regard to the concerns identified above regarding the location of the Proposed Development, a more holistic approach to highway design within this part of the village would be appropriate. Consideration should be given to the cumulative impact of development along the stretch from the junction with Hordens Road, continuing northwards to a point beyond the junction with Muntham Drive.
- 4.16 A coordinated traffic management scheme should be developed for this wider area, with a clear focus on the safe movement of all road users, particularly pedestrians, cyclists and other vulnerable users. The cumulative effect of opening up multiple new accesses along this stretch could increase conflict and create additional safety risks.
- 4.17 Where possible, opportunities should therefore be explored to share or consolidate access points, rather than creating multiple individual accesses. This would reduce the number of new junctions onto the highway and allow for a more coherent and safer approach to traffic movement along this part of the village.

5.0 TRANSPORT STATEMENT

Multimodal Trip Generation

- 5.1 The Applicant's transport assessment does not provide a multimodal trip generation forecast and assessment. Instead the assessment appears to focus principally on vehicular traffic generated by the Proposed Development.
- 5.2 TR6(3) expressly requires assessment of movement patterns and potential impacts having regard to multimodal trip generation and the promotion of sustainable modes of travel. The assessment should therefore establish the likely number and distribution of trips by car, walking, wheeling, cycling and public transport and consider the implications of those movements for the surrounding network.
- 5.3 This is critical given the Site's poor sustainable transport connectivity and the evidence of high existing car dependency within Barns Green. The absence of a proper multimodal assessment means that the Applicant has not demonstrated how the development would contribute to, or interact with, sustainable patterns of movement.
- 5.4 Nor has the Applicant demonstrated that a cumulative development scenario would support a meaningful shift towards sustainable modes. The omission is therefore directly relevant to both TR3 and TR6.

Construction Impacts

- 5.5 There is no assessment of construction-phase impacts nor how construction traffic would be managed, including:
- the anticipated number and type of construction vehicle movements;
 - the likely routes to and from the Site;
 - the timing of construction traffic movements;
 - the management of HGV and delivery movements;
 - measures to protect pedestrians and cyclists;
 - the effects of construction traffic on existing highway capacity and safety;
 - arrangements for construction access and site compound activity; and
 - appropriate mitigation and monitoring measures.
- 5.6 This omission is directly contrary to NPPF Policy TR6(4), which makes clear that the requirement to demonstrate that there would not be severe adverse impacts on the transport network or unacceptable impacts on highway safety during both during the construction phase and following completion.
- 5.7 The absence of a construction impact assessment therefore means that the Applicant has failed to demonstrate that the development would comply with TR6(4). In accordance with NPPF Policy TR6(4), planning permission should therefore be refused.

6.0 SUMMARY AND CONCLUSION

- 6.1 The assessment of the Proposed Development has identified a number of significant deficiencies in the Applicant's consideration of transport and highway matters. These deficiencies are particularly important given the Site's relatively poor sustainable transport connectivity, the high level of existing car dependency within Barns Green, and the changing highway environment arising from other permitted and reasonably foreseeable development in the immediate vicinity.
- 6.2 The DfT Connectivity Tool identifies the Site as having a sustainable transport connectivity score of 31, placing it within the lowest 10th percentile of the connectivity scale. This, together with the available Census evidence showing a very high reliance on the private car, demonstrates that the Site is not presently well connected by sustainable modes. The Proposed Development does not propose substantive improvements to the sustainable transport network capable of fundamentally addressing these existing constraints. The development would therefore remain highly car-dependent and does not demonstrate how it would support a meaningful shift towards sustainable patterns of movement, as sought by NPPF Policy TR3.
- 6.3 There are also significant concerns regarding the proposed highway access and the failure to meaningfully assess it within its wider and reasonably foreseeable highway context. The proposed access would be located directly opposite the existing access and loading area serving the Queens Head public house, creating the potential for conflicting vehicle movements. In addition, the proposed access is only approximately 40 metres from the access proposed under DC/25/2057, while the

permitted Herons Reach development includes a further new vehicular access and the relocation of the village shop. These changes would materially alter vehicle and pedestrian movements along this part of Chapel Road.

- 6.4 The combined effect of these developments is particularly significant because the relevant highway changes are concentrated within a short section of approximately 80 metres, which also includes the village shop and is likely to represent one of the busiest locations within the village in terms of pedestrian activity. The potential interaction between multiple accesses, turning movements, pedestrian movements and traffic management measures cannot therefore properly be assessed by considering the Proposed Development in isolation.
- 6.5 A more holistic approach to highway design and traffic management is required, extending from the junction with Hordens Road northwards beyond Muntham Drive. In particular, consideration should be given to whether access points can be shared or consolidated and whether a coordinated traffic management scheme can be developed which prioritises the safe movement of pedestrians, cyclists and other vulnerable road users. The cumulative introduction of multiple new accesses has the potential to increase conflict and highway safety risks and should be addressed as part of a comprehensive assessment.
- 6.6 The Applicant's Transport Statement is also deficient in its assessment of movement and transport impacts. It does not provide a multimodal trip generation assessment addressing the likely distribution of trips by car, walking, wheeling, cycling and public transport. This is a material omission in the context of NPPF Policy TR6(3), which expressly requires movement patterns and potential impacts to be considered having regard to multimodal trip generation, sustainable modes of travel and reasonable future scenarios, including cumulative impacts.
- 6.7 Furthermore, there is no assessment of construction-phase impacts or adequate explanation of how construction traffic would be managed. In particular, the application does not establish the anticipated construction vehicle movements, routing and timing, management of HGVs and deliveries, construction access arrangements, impacts on pedestrians and cyclists, or the effects of construction traffic on highway capacity and safety. Nor are appropriate mitigation and monitoring measures identified.
- 6.8 This is a significant omission given that NPPF Policy TR6(4) expressly requires consideration of transport and highway safety impacts both during the construction phase and following completion. The absence of a construction-phase assessment means that the Applicant has not demonstrated that the development would avoid severe adverse impacts on the transport network or unacceptable impacts on highway safety.
- 6.9 Overall, the application has not demonstrated that the Proposed Development would provide safe and suitable access for all users or that its transport impacts can be satisfactorily accommodated within the existing and reasonably foreseeable highway environment. In particular, the assessment fails to address the cumulative implications of the permitted Herons Reach development and previously proposed application DC/25/2057, the Site's poor sustainable transport connectivity, multimodal movement patterns and construction-phase impacts.

- 6.10 For these reasons, the Proposed Development has not been demonstrated to comply with NPPF Policies TR3 and TR6. The deficiencies identified are fundamental to understanding the transport and highway implications of the proposal and cannot be addressed by considering the Site access or traffic generation in isolation. In accordance with NPPF Policy TR6(4), the application should therefore be refused.