

SCOTT
BROWNRIGG



COOKSBRIDGE EAST SUSSEX

LEWES DISTRICT LOCAL PLAN - ISSUES AND OPTIONS
02.09.2021



PREPARED FOR ESTATES & AGENCY STRATEGIC LAND
19098-SBR-ZZ-XX-RP-A-80001
REVISION 4

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This report has been prepared for the sole benefit, use and information of Estates & Agency Strategic Land for the purposes set out in the report or instructions commissioning it. This report, together with further reports accompanying this application relate to the present situation and may be subject to supplementary information as discussions progress with the local authority.

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Approved **BJC**

Signature **BJC**

Date **02/09/2021**

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Client and Consultant Team



1.0

EMERGING VISION

1.0 EMERGING VISION

Aspirations for the site

Too often site promotion involves benefits which are focused only on the site. Estates & Agency Strategic Land's aim is to promote sustainable development in Cooksbridge which maintains the village feel but supports the opportunity of building a stronger community and connections to support the surrounding villages and beyond.

The village has the capacity to support further development. It is one of only a few villages to have rail access to neighbouring towns and London, promoting a sustainable location. Development on the site could offer some opportunities to add to an inclusive, balanced and active community, which will support Cooksbridge and the surrounding villages. Residents will live in sustainable homes surrounded by a green network of pedestrian & cycle friendly streets and pathways.

The new neighbourhood will continue to be rich in wildlife and biodiversity, with enhanced access to existing footpaths and direct access to new parkland and a range of community facilities including a new primary school. People will have an opportunity encouraged and supported with

infrastructure to make low-carbon and active travel choices.

A site when adopted in the local plan has the opportunity to secure up to 1,100 new mixed tenure sustainable homes in a sustainable location. The land can be enhanced to support additional biodiversity and carbon sequestration whilst supporting recreation, enhanced access and landscape infrastructure, including sustainable urban drainage solutions. New public open space will be provided for the existing village, to promote healthy village lifestyles.

Estates & Agency Strategic Land will work with the existing community to envisage an innovative, bespoke and exemplar expansion of Cooksbridge village and wish to work collaboratively with all stakeholders to develop a compelling vision that meets the village's aspirations and addresses climate change impacts.

Responding to the local authorities invitation to offer a site for future new housing the following opportunities have been highlighted.



1,100 new homes with 40% affordable housing and mix and tenure which supports local needs



New MMTI to connect Cooksbridge with surrounding villages. Focus on improved pedestrian and cycle networks and enhanced public transport. Future proofed layout to incorporate electric charging and car free areas



A new state of the art, two form entry primary school



New allotments and orchards and enhanced access to green space for the whole village



An opportunity to provide flexible multi-purpose community uses which complement the existing Cooksbridge facilities and could provide for a future flexible work patterns, home working work hub, shops, eateries, and local medical provision in accordance with the aspirations in the Hamsey Neighbourhood Plan and in dialogue with the existing community to tailor these facilities to what the village would like to see provided and what supports new housing.



Enhanced biodiversity through the creation of new habitats for wildlife and protection and enhancement of mature trees and hedgerows, supplementing these assets with additional tree and hedge planting to provide a robust landscape framework based on indigenous species.

Our vision document demonstrates how the site's attributes are particularly suited to achieving the Council's aims for sustainable housing growth and how the site could evolve to deliver a place with high social, economic and environmental credentials.

This document has been prepared on behalf of Estates & Agency Strategic Land Ltd to demonstrate how Land South-East of Cooksbridge is best placed to deliver sustainable growth in Lewes, against four broad themes, namely, responding to climate change, increasing biodiversity and greenspace, promoting health & wellbeing and delivering quality places of quality.

Lewes District Council declared a climate emergency in 2019 and have committed to striving towards carbon neutrality by 2030. This includes:

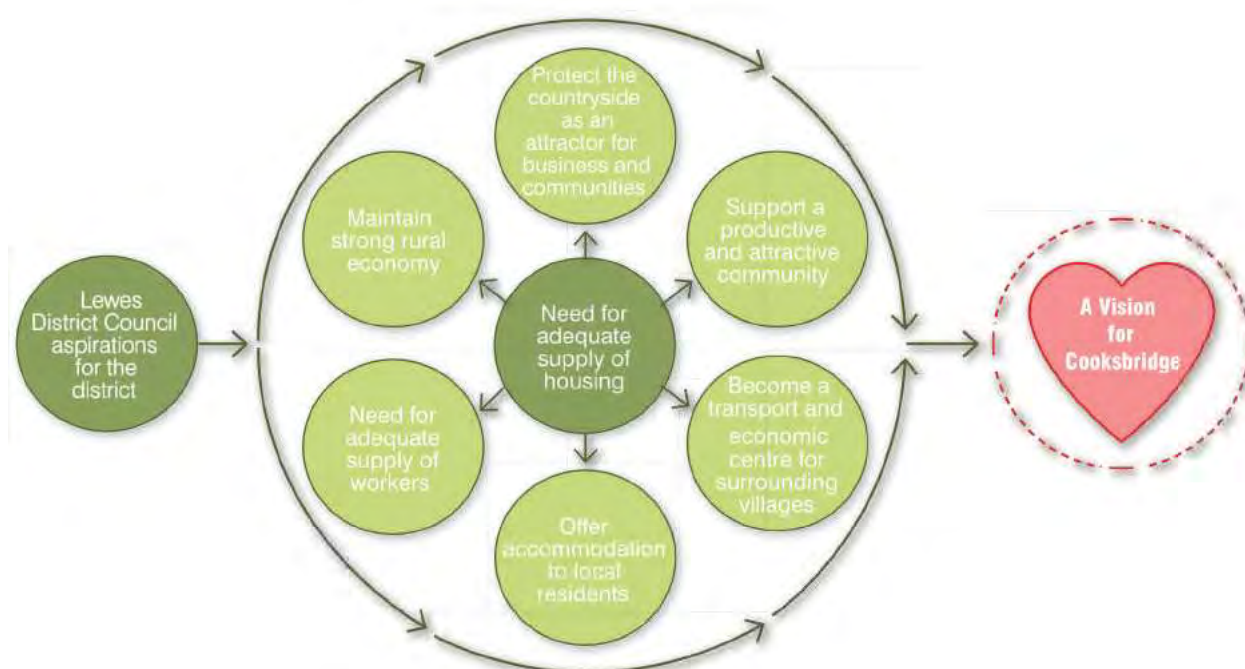
- Drawing up a comprehensive climate change strategy
- Setting up a scrutiny panel to monitor the strategy
- Creating a community climate change forum
- The council to be proactive in seeking views from young people on climate change
- To review the council's investment in the fossil fuel industry

- Ensure the council's 2020/21 budgeting reports take into account potential climate change implications and
- To call upon the UK government to provide "powers, resources of funding" to support the council's bid to go carbon neutral

Lewes District Council is now exploring development options for the new Local Plan which will lead to a positive vision for the future growth of the area through ensuring sustainable development of the highest quality and this document highlights some of these opportunities.

To achieve this aim, the four themes have been explored in this document:

- Responding to Climate Change
- Increasing Biodiversity and Greenspace
- Promoting Health & Wellbeing
- Delivering Places of Quality





Increasing Biodiversity and Green Spaces

A healthy and bio diverse environment is important to ensure Lewes' future prosperity and well-being. Estates & Agency Strategic Land recognises the pressures on the natural environment and the site, when adopted into the Local Plan should explain how development can do more to improve the existing Green Infrastructure network, through enhancing and growing the green networks, multifunctional green infrastructure and create biodiversity gain that enhances nature, climate change mitigation and resilience.



Improving Health & Wellbeing

The site when adopted into the Local Plan needs to promote and support social inclusivity and empower communities to access quality local services and a broad range of amenities including sports, social and education facilities. Acknowledging the importance of supporting healthy communities, lifestyles and promoting equality to access services is paramount.



Delivering Quality Places

Lewes is supported by a network of vibrant market towns and villages, surrounded by a rich and diverse rural area with a unique landscape character. However, little development has taken place in the rural villages for many decades and this has led to ageing and potentially shrinking populations. The site when adopted into the Local Plan should contribute to meeting the housing need and promote development which enhances the distinctiveness and special character of the area and actively contribute to the local economy. The site should contribute to improving rural facilities and services that the existing and new residents need to maintain a vibrant village, and provide new affordable housing to the settlement meeting local housing and service needs.



Responding to Climate Change

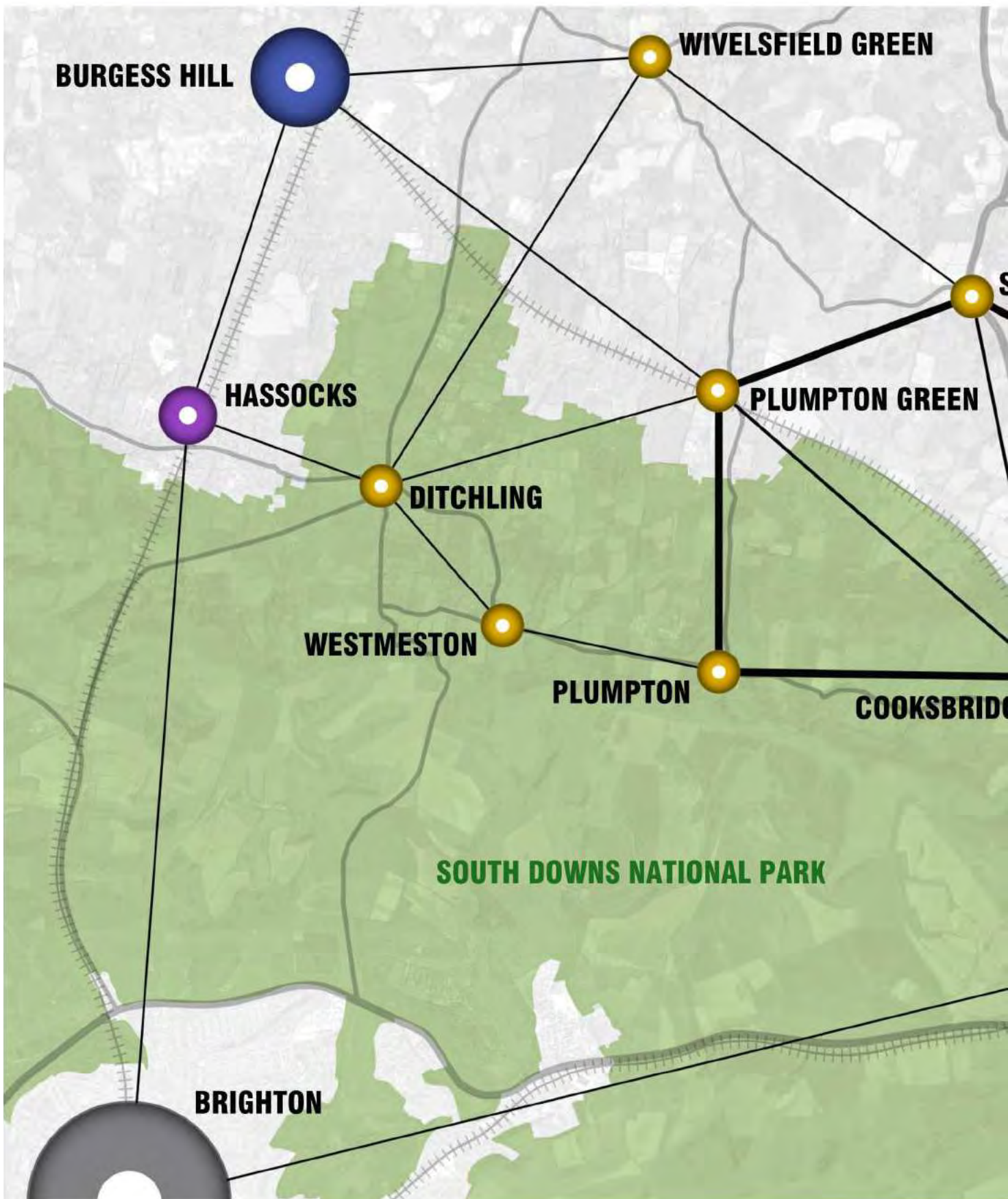
The Council has led the way by committing to achieve net zero carbon by 2030. The site when adopted into the Local Plan should reflect a similar level of ambition to making a valuable contribution to combating climate change, with a focus on energy efficiency, low carbon technology and renewables alongside increasing resilience to climate change.

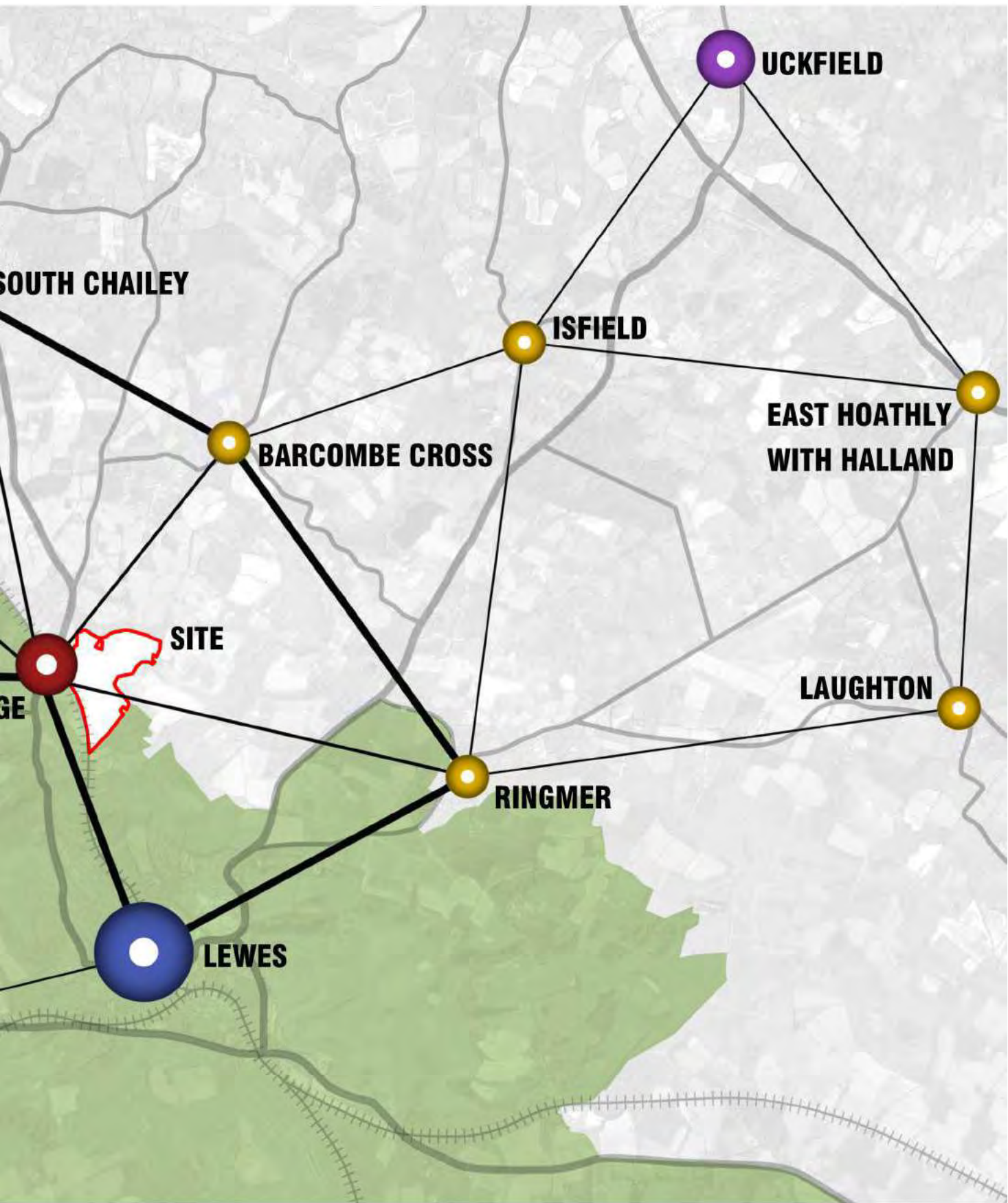
2.0

SITE CONTEXT AND ANALYSIS

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2.1 WIDER CONTEXT ANALYSIS





Call for Sites and Local Housing Targets

Lewes District Council is required to build 782 dwellings per year, using the standard methodology set by the government. A call for sites is in place, and this document is written in response to a call for sites, to support sites adjacent to the village of Cooksbridge as one of the only sustainable locations outside of the South Downs National Park.

South Downs National Park

The South Downs National Park is located North and East of Brighton, as far as Hassocks, Cooksbridge, and Ringmer. The town of Lewes is located within the National Park, and this creates a planning constraint in development and expansion of the settlement, restricting the delivery of housing across the district.

Connectivity

Cooksbridge is well connected by cycleways & paths, road, and rail, making the location ideal to develop and expand.

The station is serviced with around 17 journeys to London Victoria per day, and connects to Eastbourne and Newhaven on the South coast. Brighton is accessible via 1 change at Lewes.

The village is serviced by the A275, a main single North-South carriageway between Lewes and Wych Cross (which then connects to the A22, North to Croydon). When assessing other villages outside the national park, Cooksbridge provides a sustainable choice.

Location Options for Settlement Expansion

Ditchling

Population: 2,081

Location in relation to the South Downs National Park: **Inside**

Rail station: **No**

Road links: **B2112, B2116**

Location in relation to Hassocks and Uckfield: **Close to Hassocks**



Westmeston

Population: **343**

Location in relation to the South Downs National Park: **Inside**

Rail station: **No**

Road links: **B2116**

Location in relation to Hassocks and Uckfield: **Close to Hassocks**



Plumpton

Population: **1,644**

Location in relation to the South Downs National Park: **Inside**

Rail station: **No**

Road links: **B2116**

Location in relation to Hassocks and Uckfield: **Closer to Hassocks**



Plumpton Green

Population: **1,131**

Location in relation to the South Downs National Park: **Outside**

Rail station: **Yes**

Road links: **'Station Road'**

Location in relation to Hassocks and Uckfield: **Closer to Hassocks**



Wivelsfield Green

Population: **1,980**

Location in relation to the South Downs National Park: **Outside**

Rail station: **No**

Road links: **'Green Road', 'North Common Road'**

Location in relation to Hassocks and Uckfield: **Closer to Hassocks**



South Chailey

Population: **3,088**

Location in relation to the South Downs National Park: **Outside**

Rail station: **No**

Road links: **A275**

Location in relation to Hassocks and Uckfield: **Equal distance**



2.0 SITE CONTEXT AND ANALYSIS

Barcombe Cross

Population: 1,473

Location in relation to the South Downs National Park: **Outside**

Rail station: **No**

Road links: 'High Street', 'Barcombe Mills Road', 'Spithurst Road'

Location in relation to Hassocks and Uckfield: **Closer to Uckfield**



Isfield

Population: 574

Location in relation to the South Downs National Park: **Outside**

Rail station: **No**

Road links: 'Lewes Road', 'Station Road'

Location in relation to Hassocks and Uckfield: **Close to Uckfield**



East Hoathly with Halland

Population: 1,600

Location in relation to the South Downs National Park: **Outside**

Rail station: **No**

Road links: **A22**

Location in relation to Hassocks and Uckfield: **Close to Uckfield**



Laughton

Population: 599

Location in relation to the South Downs National Park: **Outside**

Rail station: **No**

Road links: **B2124**

Location in relation to Hassocks and Uckfield: **Closer to Uckfield**



Ringmer

Population: 4,648

Location in relation to the South Downs National Park: **Outside**

Rail station: **No**

Road links: **B2192**

Location in relation to Hassocks and Uckfield: **Closer to Uckfield**



Lewes

Population: 17,297

Location in relation to the South Downs National Park: **Inside**

Rail station: **Yes**

Road links: **A27, A26, A275**

Location in relation to Hassocks and Uckfield: **Equal distance**



Cooksbridge

Population: 632

Location in relation to the South Downs National Park: **Proposed sites outside**

Rail station: **Yes**

Road links: **A275**

Location in relation to Hassocks and Uckfield: **Equal distance**



Three villages offer possible potential for expansion; Plumpton Green, South Chailey, and Cooksbridge.

Plumpton Green supports residential expansion due to its existing train station offering strong transport connections to London, and to the South. However, road connections are poor, and unlikely to support strategic expansion.

South Chailey is located on the A275, offering good road infrastructure, but does not have a train station, restricting transport connections.

Cooksbridge offers the potential for residential expansion supporting Lewes, through a transport network that avoids negative impact on the South Downs National Park. It is well connected with road and rail, and could service around 11,000 residents of surrounding villages with an MMTI or similar hub which connects to Cooksbridge rail station, Lewes and beyond.

Further, Cooksbridge is located equal distance between Hassocks and Uckfield, making this an ideal strategic location for a balanced community, where satellite villages each have a balanced access to larger and more resourced and connected settlements.

2.2 SITE LOCATION AND BOUNDARIES

Strategic Development Zones

The red line boundary on the page opposite is formed from land in a single ownership. The area for the sites is 78.6 ha (194.1 ha), made up of 2 land parcels shown shaded in red, subject to a separate call for sites (for up to 200 units), and the remaining red line boundaries containing up to 900 units, with local centre and education provision.

Proximity to Cooksbridge

East of the railway line, the site is located to the East and South of Cooksbridge village, bisected by Hamsey Road.

The site is bound by the rail line, the river corridor to the North, secondary road to the East, and the village of Cooksbridge to the West.



Land West of A275, shaded on plan



View across shaded land East of A275



Junction on A275



Cooksbridge level crossing



Entrance to Cooksbridge from Lewes



Hamsey Road bisecting the proposed site



View across shaded land from A275



2.3 LOCAL PLANNING INFLUENCES

South Downs National Park

The South Downs National Park is located to the South and West of the proposed site. Its proximity to potential development may require considerations along adjoining edges.

LVIA

An initial LVIA has been carried out on the land at the west of the site and closest to Cooksbridge to determine visibility and to reinforce the direction of development away from the site visibility from the SDNP and towards to east and south of Cooksbridge. See section 2.8 for recommendations and observations.

Contours

Contours of the site vary from 19m AOD at the west adjacent to existing built development to 35m AOD to the east with slopes down towards the north and

the existing watercourse, and towards the Ouse Valley Way to the east. Local high points close to the site within SDNP include Black Cap as 205m AOD and Mount Harry Beacon at 193mAOD.

Hamsey and Barcombe Parish Boundary -----

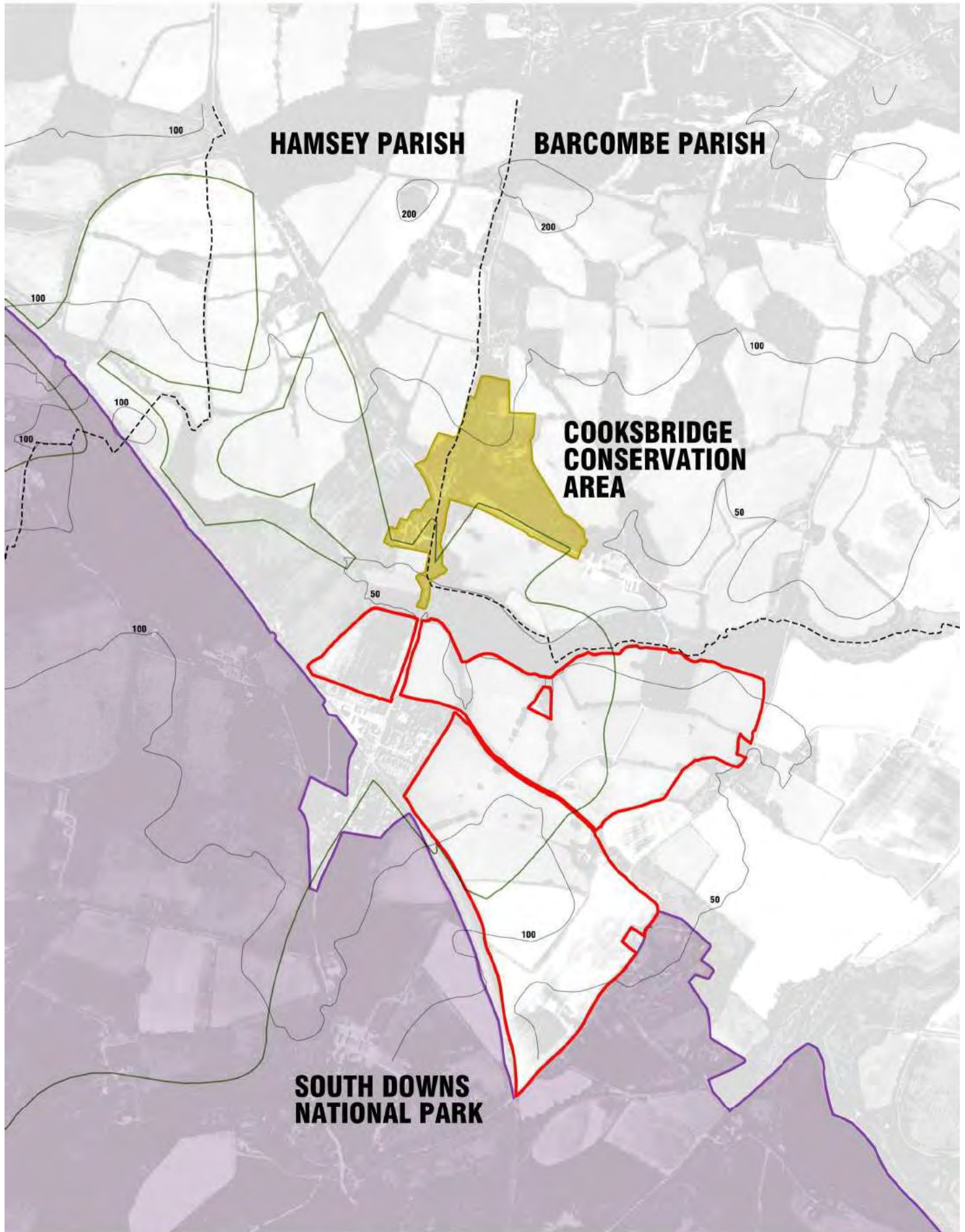
The site is located in Hamsey parish, bordering Barcombe parish. Guidance and consideration will need to be developed for both parishes who will be key consultees.

Cooksbridge Conservation Area

The conservation area is located to the North of the site, requiring a sensitive approach to be taken with development adjacent to this area.



View of Cooksbridge from Black Cap in the South Downs National Park



2.4 EXISTING GREEN AND BLUE INFRASTRUCTURE

River and Floodzone 3

Directly to the North of the site runs a branch of the River Ouse. A corridor of flood zone 3 creates an undevelopable corridor along the river route, and opportunity for water management and biodiversity gains. The natural corridor is a landscape rich environment. Development within the flood plain should be avoided, as it would require investment for which the flood plain already achieves naturally.

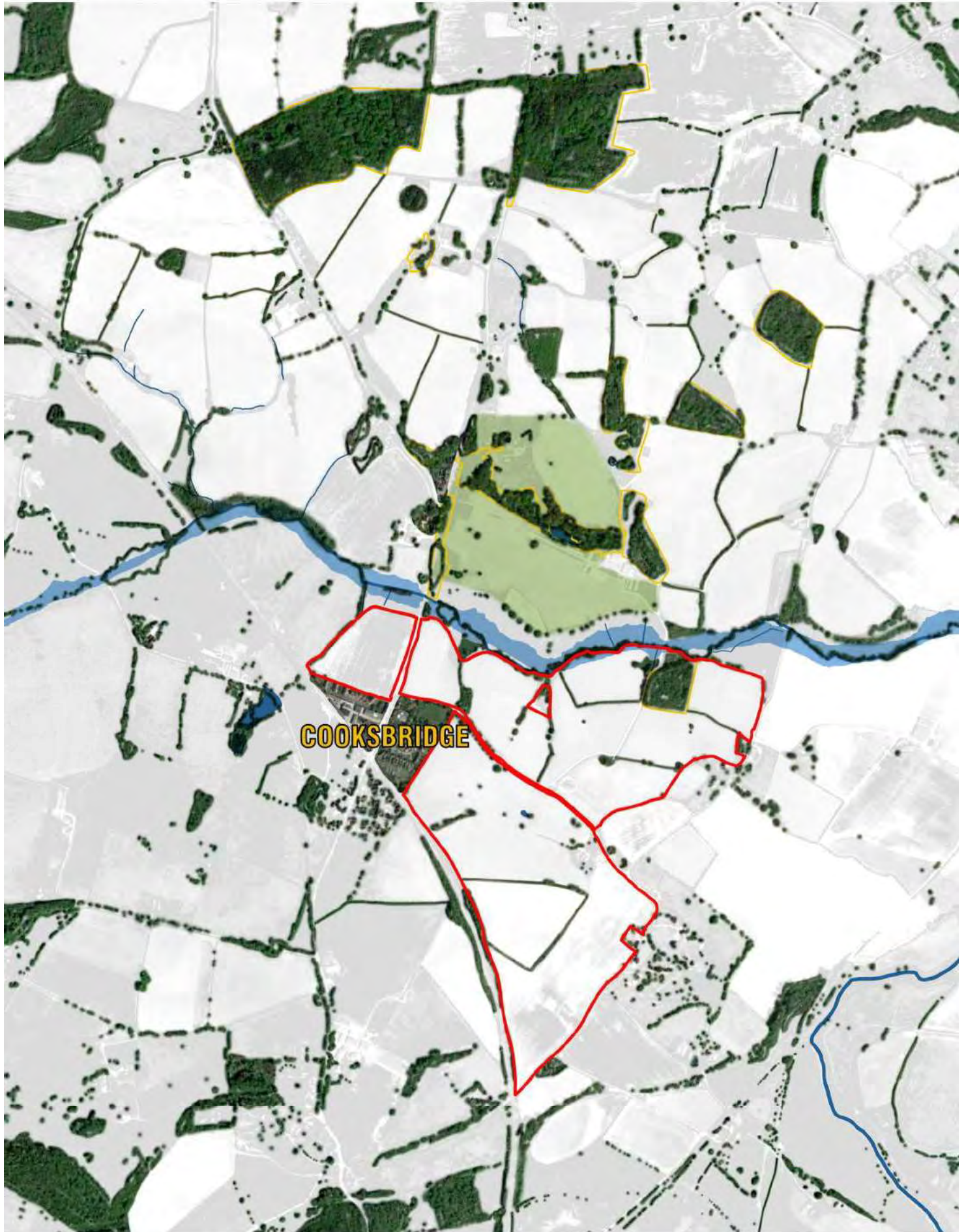
Priority Habitats

The zone of priority habitats is located to the North of the site offering the opportunity for education connected to the site, with forest nurseries and schools, and ecological studies that could be developed as part of a wider landscape appreciation, education, and health & wellbeing strategy.

Trees & Hedgerows

Hedgerows offer the opportunity for biodiversity laced throughout the site, and an opportunity to respond to the structure and grain of the historic natural features of the site helping shape future development.

Whilst much of the land is agricultural and consists of wide open expanses of arable land, the tree clusters, copses and woodland will be protected, and all trees will be maintained.



2.5 HISTORICAL FEATURES

Manor of Hamsey Field Boundaries

Research of the Manor of Hamsey c1774 has revealed historical field boundaries and names of fields, which have been interpreted onto the current field pattern.

In addition to the naming of the fields, lost field boundaries have been superimposed onto the plan to offer potential structuring and grain to the sites.

Grade I Listed Building - Shelley's Folly 🟡

A significant building set to the North of Cooksbridge within manicured grounds. Built by Theobald in 1686, a square red brick building of 2 storeys, with attic and basement, moulded stone architraves, hipped rooflines, timber sash windows with wide glazing bars, and several chimneys exist.



1 - Grade I Listed Building - Shelley's Folly

Grade II Listed Buildings 🟠

Along Town Littleworth Road, there are several examples of Grade II listed buildings, comprising several architectural styles and varied materials palettes residing within the conservation area. The palette of materials offer an existing reference to materiality in the potential new site.



2 - Grade II Listed Building



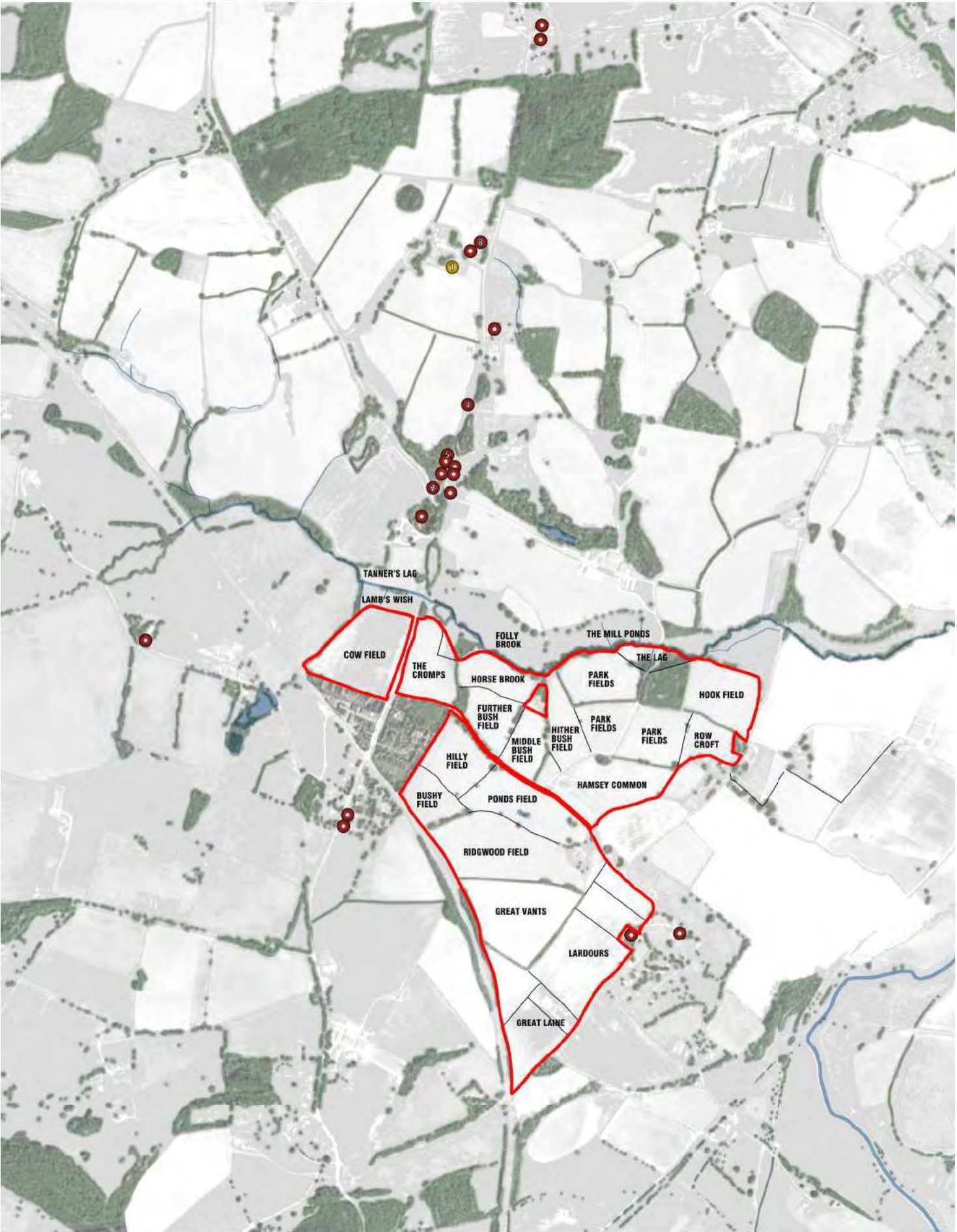
3 - Grade II Listed Building



5 - Grade II Listed Building



4 - Grade II Listed Building



2.6 MOVEMENT INFRASTRUCTURE

Primary and Secondary Road Network

The village and potential site are serviced by the A275, providing good road connections back South to Lewes. To the East of the site is a secondary road network, providing alternative connections to the surrounding local villages. Hamsey Lane runs East-West through the centre of the site, resulting in a good movement network through and around the site.

The existing road network has been considered to be capable to accommodate 1,100 additional dwellings in the Cooksbridge area with limited highway improvements as some roads are a bit on the narrow side for the traffic load from 1100 units so local people may not expect to see nothing done to improve capacity and safety.

A cycle and footpath network exists and can be developed to provide dedicated cycle connections beyond the potential site.

There is the potential for the train station to become a gateway opportunity into the National Park, and a health & wellbeing, character, and economic opportunity for the village.

Site Access

The site is accessible via the A275, and secondary network to the East.

Rail Connection and Level Crossing ●

The village of Cooksbridge is serviced by a train station with around 17 journeys to London Victoria per day. The rail crosses the main road via an existing level crossing.

Local and Historical Footpaths

There is an extensive footpath network across the site, which has the potential to be developed into a Sustrans footpath and cycle network to the surrounding context.

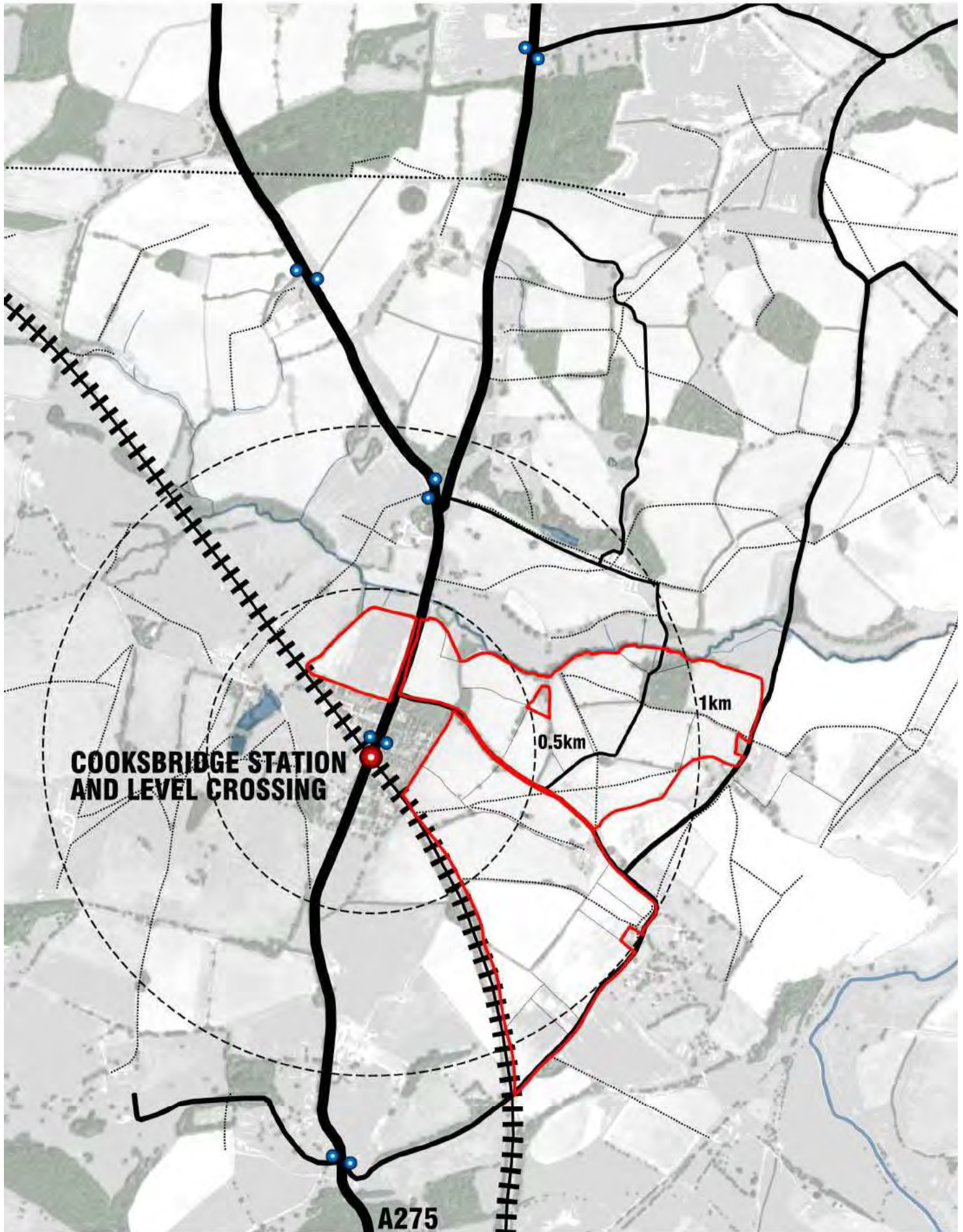
Bus Stops ●

Bus services through Cooksbridge are 121, 122 & 167.

Bus service 121 has 4 stops in Cooksbridge including outside the railway station and connects Lewes-Chailey-Newick.

Bus service 122 has 1 stop outside the railway station in Cooksbridge and connects Lewes-Cooksbridge-Barcombe.

Bus service 167 stops outside the railway station and connects Lewes-Offham-Ditchling-Hassocks-Burgess Hill



2.7 LOCAL POINTS OF INTEREST

Existing Local Centres



There are two centres of development and amenity within the existing village, containing pubs, school, train station, cafe, and builders merchants.

The main village centre is located around the train station, and a smaller centre at the Rainbow Pub road junction.

Historical Mills



Two historical mills were previously located within and near the potential site, dating from the 1800s.

Existing and Historical Farms



The land has a strong agricultural history and use with several farms within and around the potential site.

Historical Tannery Site



A map from 1774 shows a tannery near the site, directly connected to the stream.

Historical Brewery Site



This location was the site of the previous Cooksbridge Brewery. The site is now residential use.

Manor Buildings

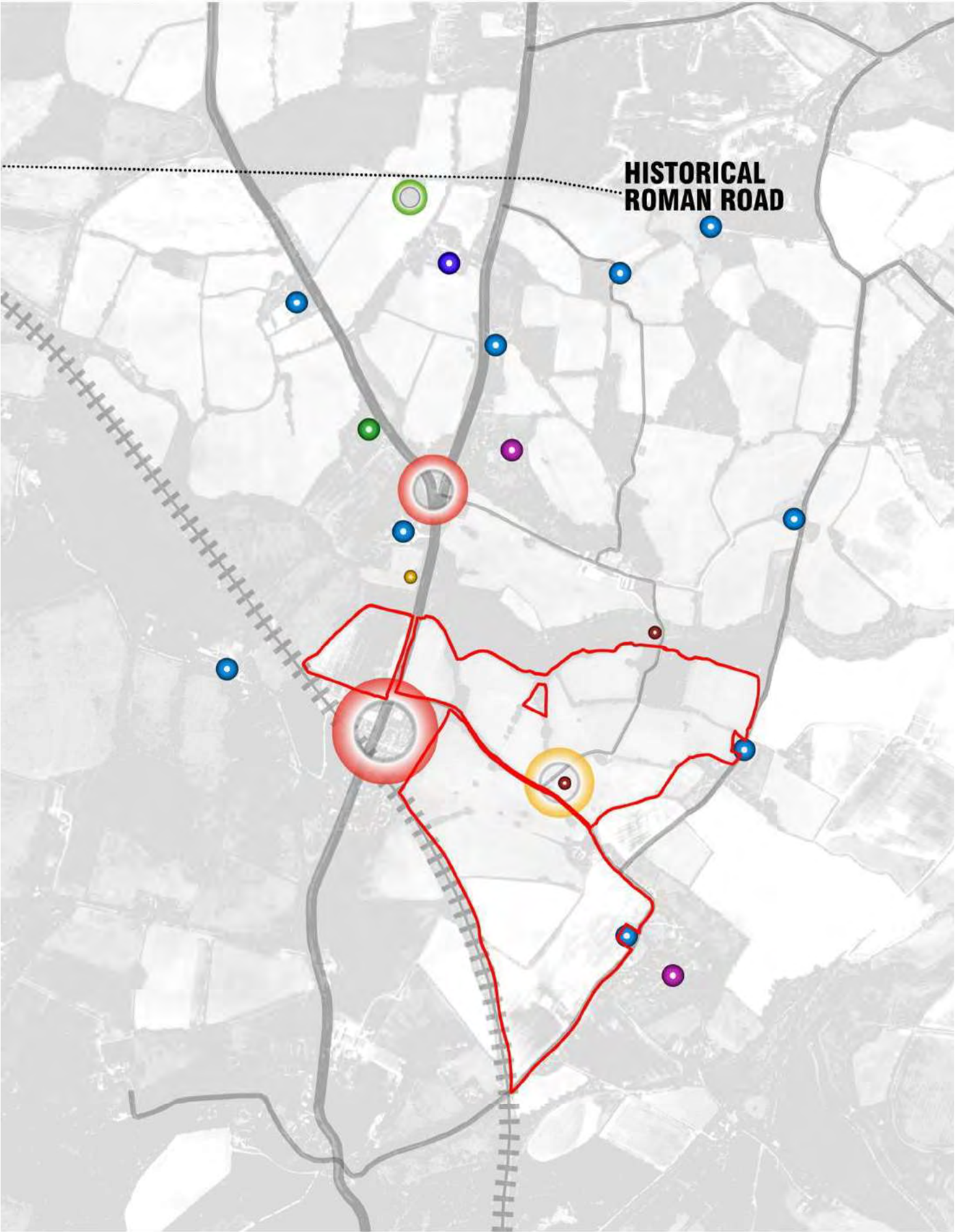


There are two examples of significant property in the Cooksbridge area that do not hold listed status.

Roman Road and Strategic Mound



A tree planted mound is located to the South of the Roman road, on the apex of the land. The feature potentially has strategic historical meaning from the Iron Age/Roman era, and suggests possible archaeological conditions could exist around Cooksbridge.



2.8 POTENTIAL DEVELOPMENT ZONES

Potential Development Zones

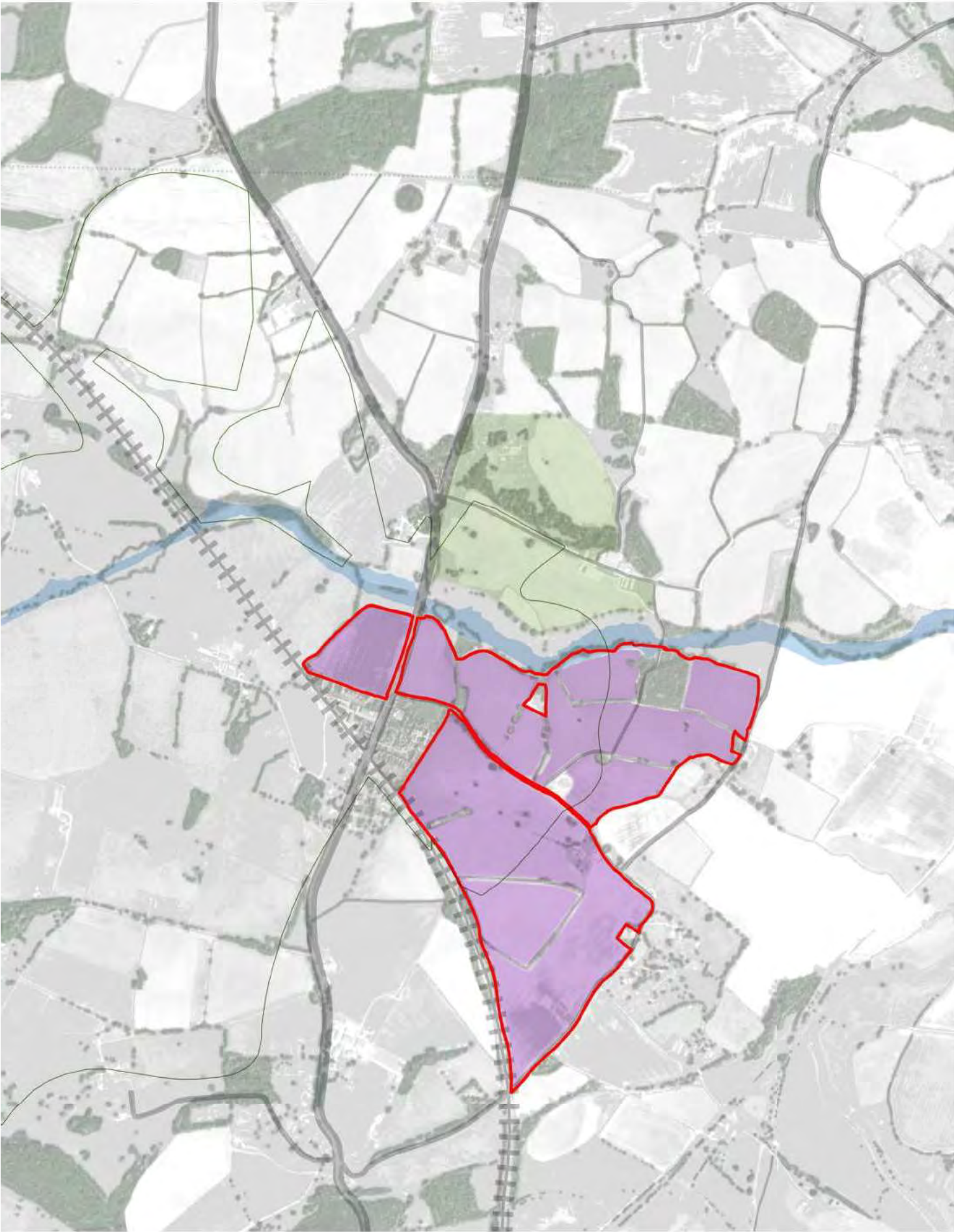
The initial LVIA report states that development immediately to the north of Cooksbridge and to the east shown on the plan opposite would have limited adverse effect on the landscape from viewpoints within the SDNP and from local view points. Views from Black Cap in the South Downs National Park are especially sensitive, and the Cooksbridge area becomes increasingly visually exposed moving northwards.

Within the red line boundary, areas should be designated as protected, such as hedgerows, woodland areas, and the historical mill site, which has the potential to become a focus for the site.

The area of the site will be required to be brought forward at a 60% development to 40% open space ratio, all of which will need to be allocated within the red line boundary.

Site area	78.6 ha (194.1 acres)
60% development	47.2 ha (116.6 acres)
40% open space	31.4 ha (77.5 acres)

The above areas allow for the site to offer 1,100 dwellings, a new local centre, primary school, infrastructure, open space, and significant SuDS strategy.



3.0

DEVELOPMENT FRAMEWORK AND BENEFITS

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3.1 Responding to Climate Change

Creating a place that reduces the need to travel and contributes positively to low carbon living and healthy lifestyles

Land East of Cooksbridge is well connected to nearby employment centres, by road and rail and to existing community facilities.

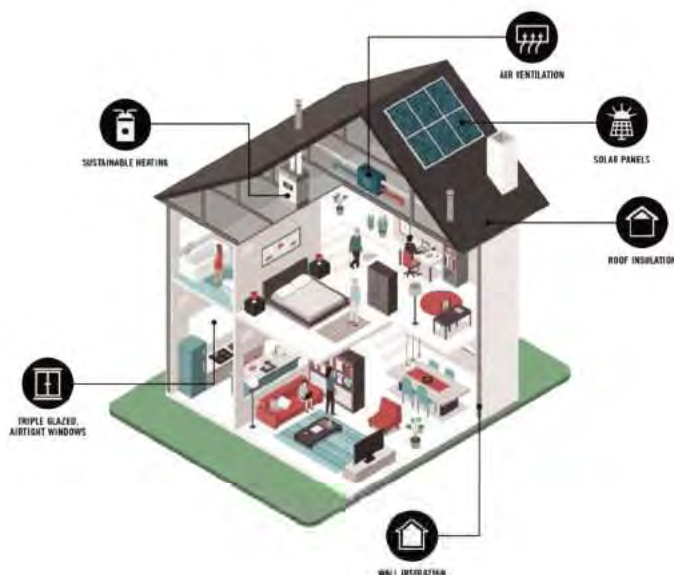
There is an opportunity as a result of new homes being built that new facilities could be provided in the community hub, a flexible space or set of spaces in close proximity to the new school. It is envisaged this could include a shop, primary school with nursery places, gym, and co-working facilities for a flexible working community. The final uses will be determined in discussion with and the support of the community and stakeholders.

The opportunity to provide additional facilities which the current village lacks, as well as providing essential uses to support the new community, will contribute to a more sustainable village. Fewer trips out of the village will be required, and encourage further interaction between existing and new residents.

It is envisaged the potential site would be an integral part of the existing village. Residents would be supported by facilities very easily accessible either on site or by a short walk or bike ride to the rest of the village.

Equally, the potential new uses would also be easily accessible to the existing village. Enhanced public rights of way, footpaths and new cycleways will help to integrate the new development with the village. Development of the potential site will increase the population of Cooksbridge increasing demand for public transport. The development can provide a small MMTI to connect to surrounding villages as well as improving the quality of public footpaths and provision of new cycleways.

The development aspires to deliver zero carbon homes via improved and highly insulated building fabric to reduce energy demand, low water demand fittings and rainwater recovery, and renewable energy both generated on site and sourced through bulk purchases from certified suppliers.



3.0 DEVELOPMENT FRAMEWORK AND BENEFITS

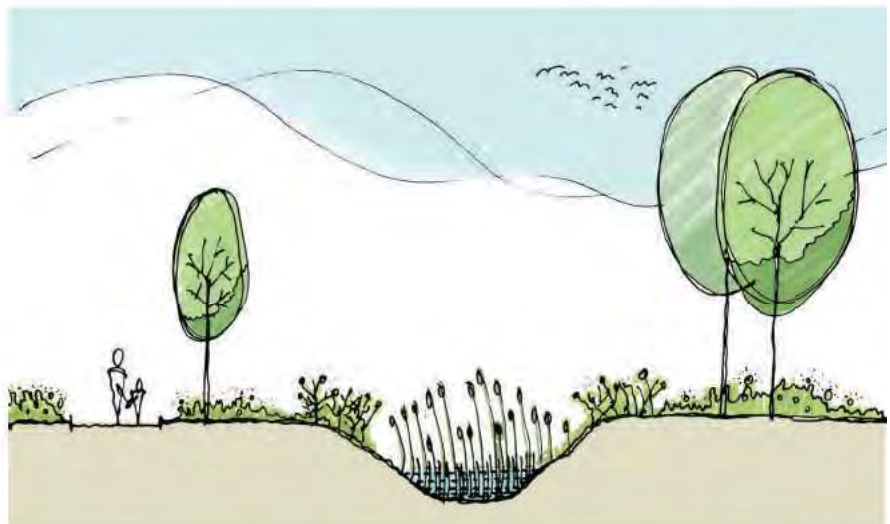
Creating opportunities for active travel within and around the site

Centralised parking locations to create low-car home zones and encourage doorstep spaces for safe play, social interaction and community events should be considered in the potential new village design.

Good connections to public transport and electric vehicle charging is paramount in a post diesel world.

Cycle hubs with segregated cycle links integrated into the road network and green infrastructure to make active travel the most attractive option for residents and visitors.

Replacing tarmac with soft surfacing could be considered along with improved biodiversity, weaving wildlife into people's everyday lives and walking routes, reflecting the rural village nature of the potential site.

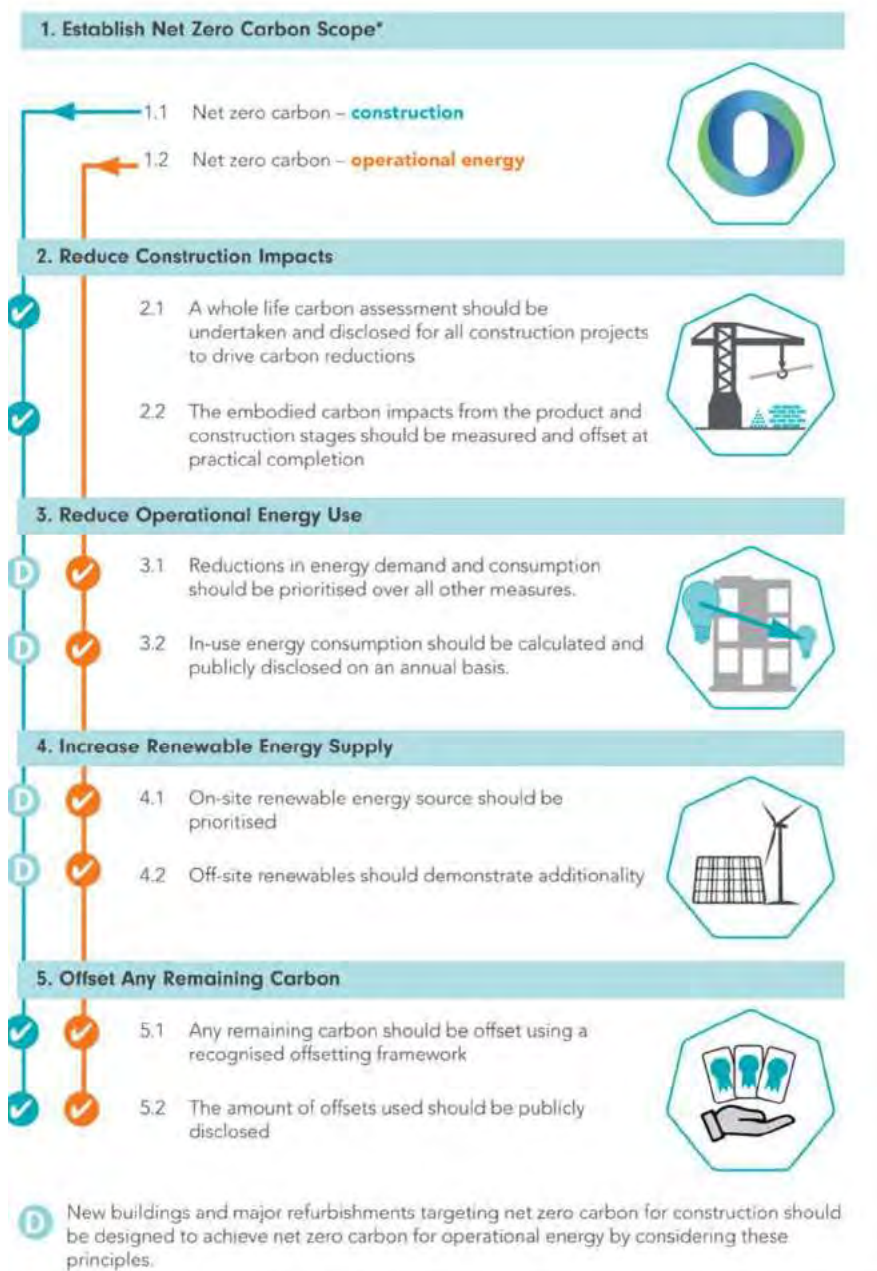


3.2 Achieving Net Zero Carbon 2030

Lewes District Council have stated an aim to achieve Net Zero Carbon by 2030, and the way we can achieve this is to follow the UK Green Building Guidance targets:

- 1 - Reduce embodied carbon
- 2 - Reduce operational carbon
- 3 - Maximise renewable energy
- 4 - Offset carbon (increase biodiversity)

Steps to Achieving a Net Zero Carbon Building



UKGBC Net Zero Framework definition

3.0 DEVELOPMENT FRAMEWORK AND BENEFITS

Operational energy

Implement the following indicative design measures:

Table 12: U-values (W/m²K)

Walls	0.13 - 0.15
Floor	0.08 - 0.10
Roof	0.10 - 0.12
Exposed ceilings/floors	0.13 - 0.18
Windows	0.80 (triple glazing)
Doors	1.00

Efficiency measures

Air tightness	<1 (m³/h, m²@50Pa)
Thermal bridging	0.04 (γ-value)
G-value of glazing	0.4 - 0.5
MVHR	90% (efficiency) 52m (duct length from unit to external wall)

Maximise renewables so that 100% of annual energy requirement is generated on-site

Form factor of 1.7 - 2.5

Effective window guide

North	10-15%
East	10-15%
South	20-25%
West	10-15%

Balance daylight and overheating

- Include external shading
- Include operable windows and cross ventilation

Reduce energy consumption to:

35 relative to BAU

Energy use intensity (EUI) in GJ, including renewable energy contribution

Reduce space heating demand to:

15 relative to BAU

Energy use intensity (EUI) in GJ, including renewable energy contribution

Heating and hot water

Implement the following measures:

Fuel

Ensure heating and hot water generation is fossil fuel free

Heating

Maximum 10 W/m² peak heat loss (including ventilation)

Hot water

Maximum dead leg of 1 litre for hot water pipework

'Green' Furs Water Label should be used for hot water outlets (e.g., certified 6 L/min shower head - not using flow restrictors)

Demand response

Implement the following measures to reduce energy demand and consumption:

Peak reduction

Reduce heating and hot water peak energy demand

Active demand response measures

Install heating set point control and thermal storage

Battery generation and storage

Consider battery storage

Electric vehicle (EV) charging

Electric vehicle turn down

Behaviour change

Incentives to reduce power consumption and peak grid constraints

Embodied carbon

Focus on reducing embodied carbon for the target uses:

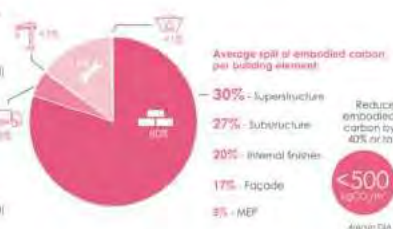
Product/materials (A1-A5)

Transport (A4)

Construction (A2)

Maintenance and replacements (B1-B5)

End of life disposal (C1-C4)



Data disclosure

Meter and disclose energy consumption as follows:

Metering

1. Submeter renewables for energy generation
2. Submeter electric vehicle charging
3. Submeter heating fuel (e.g. heat pump consumption)
4. Continuously monitor with a smart meter
5. Consider monitoring internal temperatures
6. For multiple properties include a data logger alongside the smart meter to make data sharing possible

Disclosure

1. Collect annual building energy consumption and generation
2. Aggregate average operational reporting e.g. by post-code for anonymity in upstream meters
3. Collect water consumption meter readings
4. Upload five years of data to GIA and/or CarbonBuz online platform
5. Consider uploading to Low Energy Building Database



RIBA 2030 Climate Challenge target metrics for domestic / residential

RIBA Sustainable Outcome Metrics	Business as usual (new build compliance approach)	2025 Targets	2030 Targets	Notes
Operational Energy kWh/m²/y	120 kWh/m²/y	<60 kWh/m²/y	<35 kWh/m²/y	Targets based on GIA. Figures include regulated & unregulated energy consumption irrespective of source (grid/renewables). BAU based on median all electric across housing typologies in CIBSE benchmarking tool. 1. Use a 'Fabric First' approach 2. Minimise energy demand. Use efficient services and low carbon heat 3. Maximise onsite renewables
Embodied Carbon kgCO ₂ e/m²	1200 kgCO ₂ e/m²	<800 kgCO ₂ e/m²	<625 kgCO ₂ e/m²	Use RICS Whole Life Carbon (modules A1-A5, B1-B5, C1-C4 incl sequestration). Analysis should include minimum of 95% of cost, include substructure, superstructure, finishes, fixed FF&E, building services and associated refrigerant leakage. 1. Whole Life Carbon Analysis 2. Use circular economy strategies 3. Minimise offsetting, use UK schemes (CCC) BAU aligned with LETI band E, 2025 target aligned with LETI band C and 2030 target aligned with LETI band B.
Portable Water Use Litres/person/day	125 l/p/day (Building Regulations England and Wales)	<95 l/p/day	<75 l/p/day	CIBSE Guide G.

RIBA 2030 Climate Challenge Target metrics and guidance

3.3 Biodiversity and Green Spaces

Delivering growth in a location that offers access to exceptional, multi-functional and connected Green Infrastructure

With the South Downs National Park to the South and West, and existing established trees and hedgerows on and around the site, the potential site sits within a strong and established green infrastructure. As the site is in agricultural use, it is of fairly poor value for nature and biodiversity.

The South Downs provide an important backdrop. The landform changes with the west of the site sitting approximately 180m below the high land point at Black Cap in the national park. Development will consider any potential visual impact from Black Cap in the South Downs National Park and all major viewpoints. Materials and facade treatments will be sensitive to the rural surroundings, and reflect the local conservation requirements.

There are opportunities to further protect the existing green infrastructure network through retaining all trees & hedgerows, and field boundaries to preserve

rich ecological corridors. A connected network of natural habitats and ecologically enhanced rainwater drainage system underpin the masterplan vision. A full ecology survey will establish the value of the site and a Suitably Qualified Ecologist (SQE) will advise on the quality of the land and how to achieve a net-positive improvement in biodiversity and to meet or exceed pre-development levels of ecosystem services.

A soft landscape spine provides the framework to create 'green fingers', offering a blank canvas to position new homes and amenity space. A 'green necklace' of spaces will be created through the developed areas to integrate relief and interest but also pull the surrounding areas into the 'heart' of the potential site.

The site is also uniquely placed to prevent further encroachment into the countryside through its existing hard boundaries of the A275, road to the East, the railway line, and the river/flood corridor to the North. There is an opportunity to enhance the biodiversity of the road through improving the spaces alongside.



3.0 DEVELOPMENT FRAMEWORK AND BENEFITS

1. Biodiversity Gains

A significant net gain in biodiversity can be made through retaining, protecting and enhancing the hedgerows, woodland and key areas. New areas of species rich green space can also be provided.



2. Increased Tree Cover

Providing diversified habitats, natural resilience and the potential to sequester carbon emissions, contributing to the Council's carbon neutral ambition.



3. Multi-Functional Landscapes

Residents should all have access to multi-functional areas of open space providing opportunities for sport, food growing, caring for the natural environment and informal active recreation. Adopting a natural capital approach to development will be taken.



3.4 Improving Health & Wellbeing

Land at Cooksbridge can additionally contribute to help further develop an inclusive sense of community with the existing village, promote healthy lifestyles and active public spaces responding to local needs

The site will draw on its relationship with the existing village and the surrounding natural landscape. Providing new homes and local services and facilities will respond to the needs of the entire village. These shared services, together with a masterplan based on full accessibility, will help address issues of isolation and connection. This will be underpinned by multi-functional play and recreation space and safe, attractive, cycle and footways to link areas of the development, village and public transport points to the wider environment.

The provision of allotments and public realm to provide food growing space to foster self-sufficiency, will encourage people to interact socially around healthy and seasonal food, and connect more with nature.

Providing the right community infrastructure together with communications infrastructure will help prevent social isolation and allow for more flexible working and, in turn, contribute to a reduction in traffic.

Provision of a range of different accommodation types will respond to local and regional need, including retirement housing and supported living, lifetime homes and smaller affordable units. There is an opportunity to explore new, more affordable ways to live such as co-living where communal spaces are shared, reducing cost and increasing community interaction.



3.0 DEVELOPMENT FRAMEWORK AND BENEFITS

3.5 Delivering Quality Places

Developing a community that Cooksbridge can be proud of

Estates & Agency Strategic Land's desire is for the potential site to become a legacy development. This means not only will it need to offer good design and high quality place-making principals but that it is also sustainable in to the long term future. To support this approach, a Design Code would be prepared as part of an outline planning application. The Design Code developed with the council, parish council, community, and stakeholders would secure the highest quality design principles to guide sustainable living.

The potential site looks to place new community facilities in its centre around which several hamlets are located derived from historical field boundary locations, each with its own character. The proposal will deliver new homes within a picturesque rural setting, a new primary school with nursery places, shared play space and health and wellbeing facilities. Multi-functional space should complement existing provision and provide for local needs. The mix of homes will mirror the demand within the parish, and potentially include areas for self-build/ custom build that could be located alongside the river corridor.

The overall development looks to stitch together existing Cooksbridge, bridging the gap between the north and south of the village and improve access along the A275, supporting and breathing additional life into the existing village. The potential site will improve connectivity and accessibility by enhancing the sustainable transport network, whilst minimising carbon use and enhancing Cooksbridge as a local natural environment to live, work and visit.



Lewes District Council features of a 20 minute neighbourhood



3.0 DEVELOPMENT FRAMEWORK AND BENEFITS

3.6 Summary of Benefits

Sited as a sensitive extension of an existing village

Limited impact on protected views

Existing landscape framework easily enhanced to achieve screening

Very close to the existing village and train station

Served by Hamsey Road, and A275

In single ownership, therefore extremely deliverable

Far less constrained than surrounding villages

Sits outside the South Downs National Park

Sits within Hamsey Parish Council

Sits outside of Cooksbridge conservation area, but will take valuable reference from conservation area guidelines

Potential to develop 1,100 dwellings

Will involve sustainable urban drainage solutions

Ideally positioned to facilitate improved public transport connections to surrounding villages, enabling surrounding communities to access Cooksbridge station

Developed as a walkable neighbourhood within 1km of the station

82.8 ha (204.5 acres) with 60% development and 40% open space

Potential for new primary school with nursery spaces

Potential for custom build dwellings

Potential for new small MMTI, connecting to surrounding villages

Potential for community engagement opportunities

Potential for provision of SMEs, and live/work units

Potential for amenities and post-covid home/community workspace in a new vibrant local centre

Retention of historical field boundaries, all trees and hedge condition to structure the grain of new development

Utilising historical field naming to develop a placemaking strategy

The masterplan will adhere to the local housing mix requirements, including custom build, and 40% provide affordable provision

Climate Change Response

Zero Carbon Homes

Low Carbon Heating Sources

Water Sensitive Design

SUDs provision

Investment in public transport provision

Increasing Biodiversity and Green Spaces

Extended green infrastructure network

Net biodiversity gain on-site

Carbon sequestration

Increased tree coverage

Promoting Health & Well-being

Car free zones

Cycle facilities for all homes

Enhanced existing footpaths and new cycleways

Access to doorstep green space

Allotments and orchards for food production

40% affordable housing to meet local needs

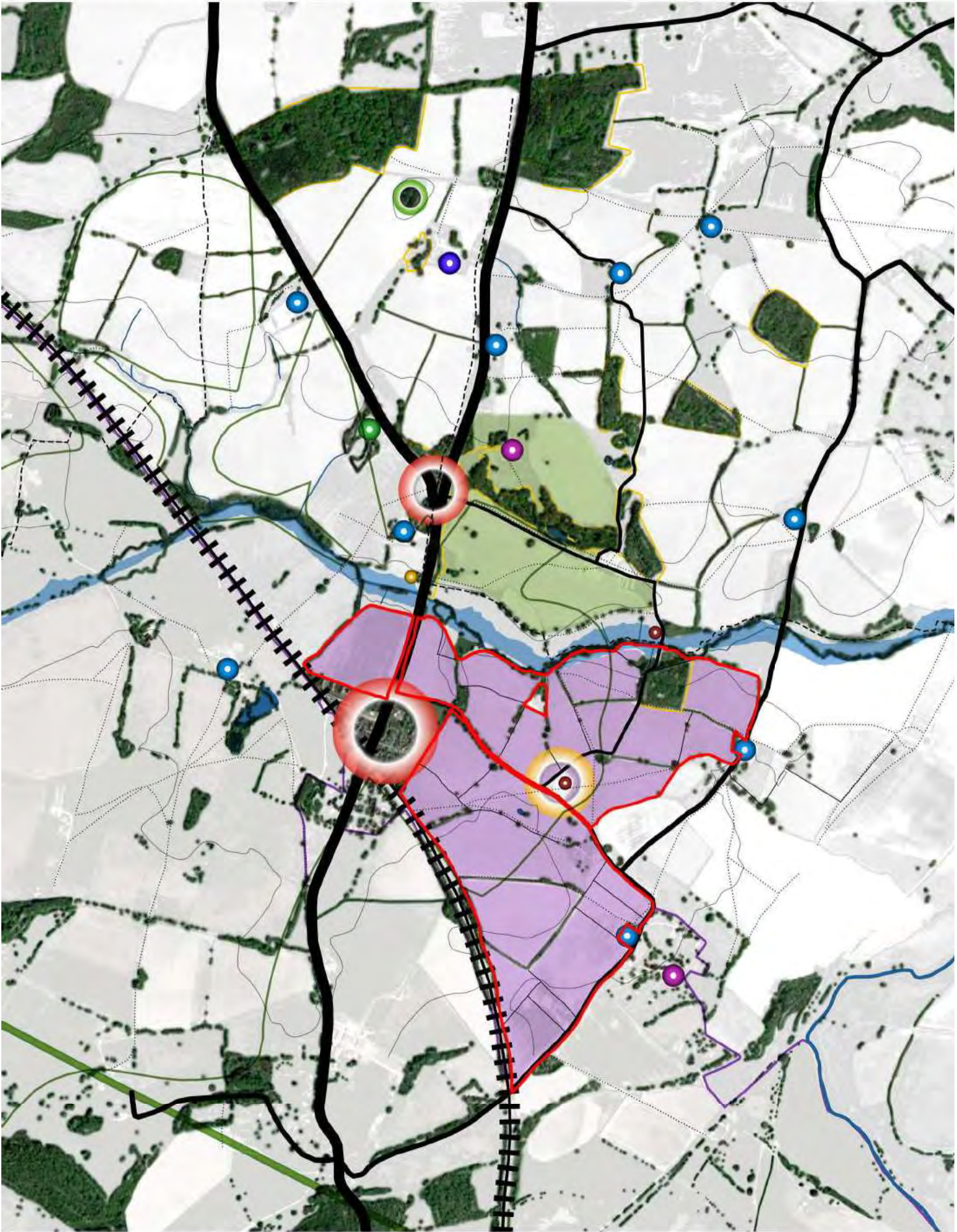
Delivering Quality Places

Inclusive on-site shared facilities

Range of housing to meet all demographics and local needs

Architecture which respects its rural location

A vibrant local centre serving the existing and new communities



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