

Rye P&T Meeting - Late Jan 2026

Item 1 - RYE INFRASTRUCTURE DELIVERY PLAN CONSULTATION

These proposals fall out of the work on the Rye NP and ideas since the plan entered into force in 2019. The intention is that future developers' contributions (CIL) would part fund, with partners, some of the improvements.

The proposals also chime with the projects identified in the Rye BID: Destination Rye improvements (bins, signs and WCs); Station Approach; Strand Quarter; year round activities and decorations including lights. <https://www.ryebid.co.uk>

Therefore Rye TC will have to coordinate who does what as progress is made.

1. Transport:

- improve Station approach (also the BID) - including bus shelters - safety improvements; traffic calming (long standing projects against S106 and CIL for various early development proposals);
- review and revise local signage across Rye (also the BID): wheeling, pedestrian and local road including parking;
- review and revise wheeling routes across Rye to link the numerous Sussex and Kent ways which currently stop at the Rye boundary. This should include:
 - the Greenway pedestrian and foot route from Valley Park to the Rye Academy including a 2m wide bridge over the Tillingham from Marley Rd to Tillingham Ave. (Rother should retain some developer's contribution for this project);
 - the Rock Channel wheeling "riverside" way;
 - upgrade the path from Love Lane to the cemetery;
- review post CPE parking arrangements, including EVCP facilities (EVCI to meet requirements for all types of EV drivers in the three zones: inner; around the Centre including the gateways and outer in residential areas;
- reconsider any further Marsh Link improvements;

2. Education

- seek to improve early years facilities;

3. Health:

- seek to improve mental health facilities, including for dementia;
- ensure primary care health facilities meet rising population;
- ensure that there is a standing contingency for a future vaccination centre ("living with a pandemic")

4. Environment and Green Infrastructure

- improve biodiversity in margins;
- consider local eco-friendly power generation;
- review the planting programme and seek to plant a further 200 suitable trees on the margins of green spaces.
- formalise the green spaces identified in the RNP;

5. Flood Defence

- ensure completion of the Eastern Rother Tidal Walls scheme: one of the "missing links" in the Folkestone to Fairlight flood defence schemes - lift defences to 5.8 m AOD;
- reconsider surface water flood risk ("hotspots": Strand; Mason Road; Grove; Military Road)
- review land instability risks and consider a monitoring strategy;
- seek with partners to upgrade the chokepoints of the sewage and road drainage systems: Strand; Mason Road; Grove and Military Road

Item 2. Housing density

This is a measure of the amount of housing or people in a given area, typically expressed as the number of homes per hectare (u/ha) or habitable rooms per hectare (ha). It is used in urban planning to manage land use, and it can be calculated using different methods, such as the **net site area** (residential buildings only) or gross site area (including roads, services, and public spaces), which can lead to different results.

Rother Planners use: "indicative residential density" = a measure of how many homes are planned for a given area, typically expressed in dwellings per hectare (dph). It serves as a planning guideline, with higher densities often found in urban or town centers and lower densities in suburban or rural areas to create a sense of place. For example, a development might specify a high density of 120-160 dph in its center, with density decreasing to 30-35 dph on its periphery. Currently Rye dph is set at around 40 u/ha.

Background

One hectare = 100m x 100m = 10,000 sq m = 2.47 acres = roughly Trafalgar Square or between one and two football pitches. Housing density = dwellings per hectare = u/ha.

- Low density = 30 to 50 u/ha = rural = Rye
- Medium density = 40 to 75 u/ha = towns
- High density = 100 to 160 u/ha = London

CPRE suggest that for brownfield average is 41 u/ha; England national average = 31 u/ha; across London average = 24 to 60 u/ha. Over 50 u/ha = needs to be appropriate for spatial context; higher densities achieved by using underground or limiting on site vehicle parking.

Recommendation

Rye should seek to restrict housing density to around 40 u/ha, to provide an appropriate sense of unique place; to provide sufficient green space within developments; to ensure sufficient parking for a rural area.

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Rye NP