

# RYE NEIGHBOURHOOD PLAN

2016 -2028

## Basic Conditions Statement

### Reference:

The Town and County Planning Act 1990 (amended) Paragraph 8 (2) of Schedule 4B

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### Introduction

The basic conditions statement explains how the draft Rye Neighbourhood Plan (RNP) complies with paragraph 8 schedule 4b of the Town & Country Planning Act 1990 as inserted by the Localism Act 2011. It is submitted by Rye Town Council as the qualifying body for the Rye Neighbourhood Plan (RNP) area; comprising the Parish of Rye as below.

Rye Neighbourhood Plan is being made by the qualifying body Rye Town (Parish) Council, who have been fully involved with the process since early 2013.

The Council formally convened a Neighbourhood Plan Steering Group (Rye NPSG) comprising volunteer citizens and Councillors. The Mayor (three since the start of the work) has headed up the process.

The plan proposal relates to the future use and development of land and related matters. It has been prepared in accordance with the statutory requirements and processes set out on the Town and Country Planning Act 1990 (as amended by the Localism Act 2011) and the Neighbourhood Planning Regulations 2012.

Rye Neighbourhood Plan will run to 2028 to mirror the Rother District (Local Planning Authority) Council Core Strategy time period for which it will be in force.

Although the RNP addresses planning matters in the Rye Town Parish area, Rother District Council in its approval to plan required close cooperation with adjacent parishes and set a protocol for this purpose. In addition it asked Rye Town Council to consider targets for development to include Rye Harbour which is a ward of Icklesham Parish Council. The RNP addresses this in outline.

Rother District Council approved the making of a plan at their *Rother District Council Cabinet 4 November 2013*:

*“Rother District Cabinet received and considered the report of the Executive Director of Business Operations on the **Neighbourhood Plan for Rye Civil Parish Area. Under the Government’s Neighbourhood Planning initiative a Parish or Town Council was required to apply to their local planning authority for a designation in order to carry out a Neighbourhood Development Plan (NDP) and as such an application had been received from Rye Town Council (RTC), as a relevant body for designation. A meeting with the Rother District Council (RDC) Portfolio Holder for Strategic Planning, RDC officers, RTC and representatives from adjacent parishes was held to discuss the production of a NDP and it was agreed that the Neighbourhood Area would be based solely on Rye’s Civil Parish area. However, in order to ensure a consensus on wider issues such as employment and tourism, which were strategically important to the locality and extended beyond the scope of Rye Civil Parish, protocols would be included to ensure coordination between Rye Civil Parish and the different stakeholders from adjacent parishes. Following a discussion around the scope of the NDP and respective responsibilities, it was highlighted that the NDP would be required to conform to the Local Plan Core Strategy. It was noted that a 7 week consultation had taken place on the proposed Neighbourhood Area between 9 August and 27 September; there had been 8 representations, of which 7 were in support and one in objection. RDC had a duty to provide advice and support to the neighbourhood planning process and officers had already met with representatives of the RTC to discuss the preliminary stages. Planning officers would continue to liaise with RTC over the development of relevant policies, and proposals in the Neighbourhood Plan and the Council’s Development and Site Allocations Plan. Expectations in relation to available officer time would need to be managed going forward in light of resources constraints. Any grant received from the government to support the cost of neighbourhood planning had already been accounted for. In addition, Members noted that it was important to recognise that it was not appropriate to delegate major strategic development as part of the Neighbourhood Planning process as consideration in regard to the whole district and surrounding areas was essential.***

*RESOLVED: That the designation of Rye Civil Parish as a Neighbourhood Area for the purpose of Neighbourhood Planning be confirmed.”*

## Neighbourhood Area

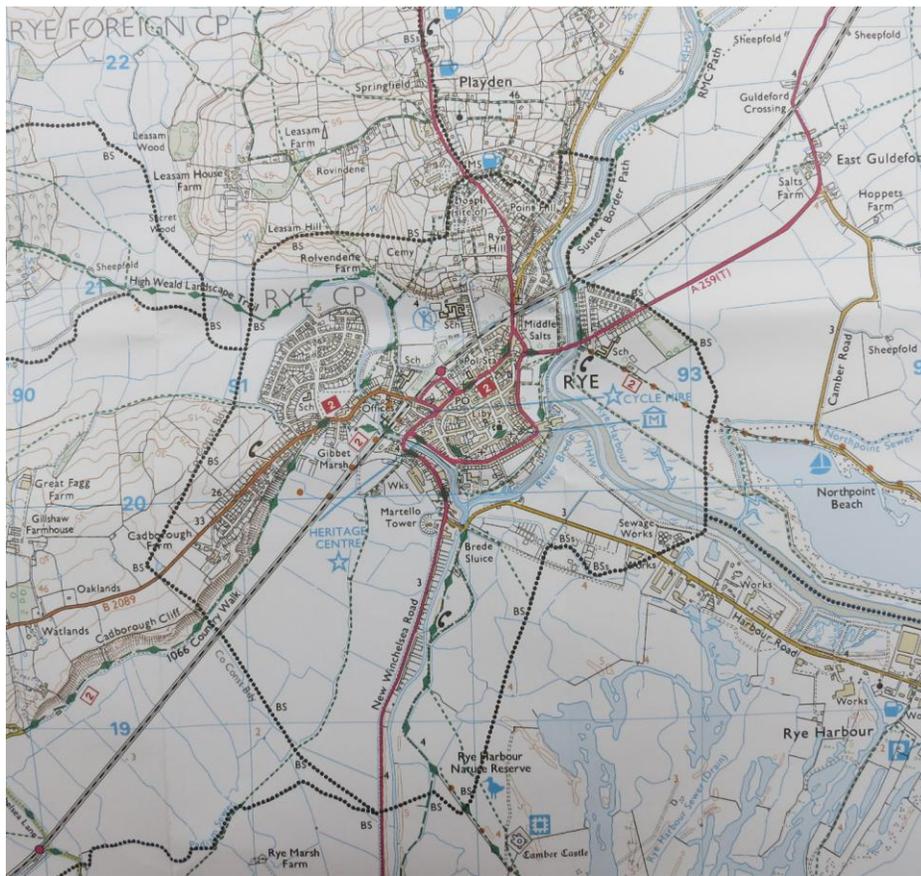
The Plan applies to the **Rye Civil Parish**, which was designated, after consultation, by Rother District Council by resolution CB13/50 on 4 November 2013. The area, being that of the [Rye Parish boundary](#).

**Rye: Location:** Rye is located on the eastern border of East Sussex, adjacent to an Outstanding Natural Beauty. The maps in Figures I and II show both the general location of the district and the parish within it.

Fig 1 General Location – Parishes in Rother District Council



Fig 1 Rye Location



Rye Parish

## Rye Neighbourhood Plan Approach

Work on the RNP has continued on the basis that it must conform to higher level regional and national policy as well as local policies. The development of the RNP is also influenced by other guidance produced by the RTPI and Planning Aid and their consultants.

Throughout the plan making process there has been continual consultation with and involvement by people across Rye. From the early stages in 2013, detailed work on the themes was delegated to working groups, which have reported back to the Steering Group. There have been public events and face to face conversations. A webpage was launched in mid 2013, supported by Twitter and Facebook. The results of all this dialogue can be found in the RNP Consultation Statement.

The overwhelming view from local people is that Rye's strengths lie in its character as an historic market town, a tourist destination with unique historic character and a working port, located on the eastern boundary of East Sussex<sup>1</sup>.

Therefore, in developing the plan we have applied specific overarching principles, aimed at ensuring that Rye retains its unique character, as:

- A market town, Rye serves a large area of rural villages covering the coastal area from East of Hastings to Romney Marsh and North to the eastern boundary villages of East Sussex.
- A visitor destination: Rye attracts a significant number of visitors (up to 1m) throughout the year, because of its proximity to the sea and it is a town with a striking and much valued visual appearance in the landscape. Its historic centre sits on a sandstone outcrop rising sharply above the low lying surrounding salt marshes and tidal waters.
- A working fishing port, for one of the surviving fishing fleets on the South Coast. Rye Harbour is located to the immediate south east of the town and has a commercial quay for ships to 84 metres. The port of Rye comprises the three-river system (Rother, Brede and Tillingham) from their sluices, holding water levels above the tidal stretches, down to the sea.

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<sup>1</sup> Rye – Historic Character Assessment Report September 2009 by R. Harris. Part of the Sussex Extensive Urban Survey (EUS)

The key planning principles are below.

**Rye must continue to feel ‘compact’:** We have a population of around 5,000. We know this will grow, but we want to enable this growth without allowing the town to sprawl. At the heart of this feeling of compactness is ‘walkability’. The majority of people living in Rye are within about 15 minutes walk of the High Street. We want to try and keep it this way. Towns that move their residential and shopping areas to the perimeter quickly lose their soul, becoming uninviting and unattractive.

**Rye must continue to act as a centre for the surrounding area:** As with any market town, Rye supports many people (estimated up to 20,000) from the surrounding villages. In turn, these people make a significant contribution to the town’s economy. We need to ensure that Rye continues to provide an appropriate range of employment, shopping, and community facilities, including education. We also need to ensure that people can access the town easily – this means sufficient parking, good public transport and a safe environment, with easy walking and cycling options.

**Rye must retain its markets, festivals and events:** Central to Rye’s character and identity there are many events that must be maintained and helped to flourish. There are two weekly markets: general and farmers’. There are seasonal festivals such as the Maritime, Arts, Jazz, Scallop, Wild Boar and Bonfire events. Others such as the raft race, medieval and sporting events are not currently organised but there is talk of resurrecting them. All these strengthen the town’s community spirit, providing a focus for people from the surrounding area and “reasons to visit” for the numerous visitors, making Rye a destination town for many.

**Rye must continue to have a close relationship with the surrounding countryside (Areas of Outstanding Natural Beauty: The High Weald and Romney Marsh):** In the same way that most residents live within about 15 minutes of the Town Centre, they also are within 15 minutes walk of open countryside. We need to retain the green spaces that bring the countryside into our town and allow the town to ‘breathe’. We need to ensure that the size, form and location of new buildings do not cut us off from the glorious views from inside the Town and the stunning look of Rye rising from the Marsh from surrounding areas. The preservation of sight lines are important to most. In making this plan, we must do everything to conserve and enhance the natural beauty, wildlife, historic built and cultural heritage of the area.

Taking these principles and applying them to all that we have heard from the people of Rye has enabled us to develop a Vision of Rye in 2028. In the years up to and beyond 2028 the community of Rye will seek to ensure that Rye thrives.

## The Vision

In preparing this Neighbourhood Plan, the underlying principle, as enshrined in the Localism Act 2011, is to ensure that the residents of Rye parish are given the opportunity to decide what future development should happen and where it should take place. The vision is encapsulated by the line,

**‘a thriving town for the 21<sup>st</sup> Century’.**

The Strategic objective is:

“to plan a strategic and coherent development of Rye with the aim of improving the economic and social well-being of the community, considering in particular its role as a market town, a centre for tourism, leisure and culture; its enterprise and its commercial and fishing port, all in the context of its historic maritime character, which should be conserved and its vulnerability to flooding”.

Objectives and policies are shown in Section 4. **Policies are in BLUE; Aspirations are in GREEN.**

### Outline Compliance Statement

The basic condition statement explains how the draft Rye Neighbourhood Plan (RNP) complies with paragraph 8 schedule 4b of the Town & Country Planning Act 1990 as inserted by the Localism Act 2011.

The Neighbourhood Planning Regulations 2012 part 5 15 sets out the requirements for the qualifying body submitting a neighbourhood plan to the Local Planning Authority as follows:

Where a qualifying body submits a plan proposal to the local planning authority, it must include:

- a. a map or statement which identifies the area to which the proposed neighbourhood development plan relates;
- b. a consultation statement;
- c. the proposed neighbourhood (development) plan;
- d. a statement explaining how the proposed neighbourhood plan meets the requirements of paragraph 8 of Schedule 4B to the 1990 Act.

Part (a) was submitted to Rother District Council and formed the basis of the agreement to plan copied above.

Parts (b) and (c) have been prepared as separate documents and will accompany this statement as part of the overall submission.

Part (d) is this statement and has been prepared to accompany the Rye Neighbourhood Plan (RNP). Paragraph 8 of Schedule 4B of the Town and Country Planning Act 1990 requires that Neighbourhood Plans (NP) must meet certain basic conditions.

Rye Town Council considers that the RNP meets the following basic conditions as set out in the Sections below:

- Section 1 conformity with the NPPF;
- Section 2 contribution to sustainable development;
- Section 3 conformity with the Rother District Council Core Strategy;
- Section 4 compliance with the appropriate EU obligations.

### Section 1: National Planning Policy Framework (NPPF - March 2012) Obligations

The RNP must have appropriate regard to national policy. The following section describes how the RNP proposal relates to the principles and policy of the NPPF - March 2012. The NPPF specifies that delivery of sustainable development by the planning system is to be through the application of 12 core planning principles and the pursuit of 13 sustainability objectives supporting the three economic, social and environmental dimensions described above.

#### Does the RNP conform to NPPF Core Planning Principles?

There are 12 core planning principles put forward in the NPPF. Table I, below, lists these core planning principles and relates them to the Rye Neighbourhood Plan’s Vision, Objectives and Policies.

Chart 1, below, indicates compliance and from this it is concluded that there is no conflict.

NPPF Planning Principles		RNP Compliance
1	Plan-led based on a positive local vision, empowering local people to shape their surroundings, with succinct local and neighbourhood plans setting out a positive vision for the future of the area.	The Plan has developed a vision for the Town based on local appraisals, surveys and conversations and consultations with many who live, work and study in Rye. Objectives have been developed that will help deliver the community’s aspirations.

2	A creative exercise in finding ways to enhance and improve the places in which people live their lives;	<p>The Plan has polices for new housing (H1- H12), which specify high development standards (D1- D2).</p> <p>The Plan has polices to protect the local environment and green space while encouraging growth and amenity improvement (E1 – E4).</p> <p>The Plan seeks to reduce pollution and inconvenience caused by road congestion by incorporating a raft of traffic related T1- T2 and AT1 – AT10) measures.</p>
3	Proactively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs.	In addition to encouraging the construction of new, affordable, social and open market housing the Plan includes policies on improving communications, and non-residential uses. (B1 – B3)
4	Seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings;	The Plan has polices which specify quality development (D1 to D3).
5	Take account of the different roles and character of different areas, promoting the vitality of urban areas, protecting the Green Belts around them, recognising the intrinsic character and beauty of the countryside.	The plan includes policies (I1 – I2) which protect and improve the local amenities and design policies (D1 and D2) and environmental policies to protect the nature of Rye ( E1 – E4)
6	To a low carbon future in a changing climate, taking full account of flood risk and coastal change, and encourage the reuse of existing resources, including conversion of existing buildings, and encourage the use of renewable resources.	The Plan sites new development close to essential village services (H1 – H12), encourages recycling, the use of renewable energy (D1 and D2) and seeks to improve public transport, walking and cycling (T1 – T2; AT 1 – AT10) and encourage home working (B1-B3)
7	Conserving and enhancing the natural environment and reducing pollution. Allocations for development should prefer land of lesser environmental value, where consistent with other policies in this Framework;	The Plan includes policies (H1 and E1 – E4)) and allocates development sites to protect the landscape and rural nature of the village.

8	Reusing land that has been previously developed (brownfield land....	The Plan gives high priority to the use and regeneration of brown field land (H1 to H12) and gives priority to previously developed sites in the site assessment process.
9	Promote mixed use developments, .... recognising that some open land can perform many functions (such as for wildlife, recreation, flood risk mitigation, carbon storage, or food production);	The Plan includes a policy (H2 – H9) which converts contaminated brown field land into housing.
10	Conserve heritage assets ....so that they can be enjoyed for their contribution to the quality of life of this and future generations;	The Plan includes a policy (AI4) to protect and conserve heritage assets.
11	Manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable;	The plan sites developments (H2 – H9) within easy walking distance (10 – 15 minutes) of all essential village facilities and includes transport policies (T1 and T2) to encourage walking and cycling.
12	Support local strategies to improve health, social and cultural wellbeing for all, and deliver sufficient community and cultural facilities and services to meet local needs.	The Plan opts for small dispersed developments that integrate socially into the Town and are designed to maintain a demographic balance, close to essential health, education and cultural facilities (H2 – H9). This supports community well-being (AI3 – AI4).

## Section 2 – Sustainable Development

The central theme of the NPPF is the presumption in favour of sustainable development. In this context sustainable development is broadly defined of future generations to meet their own needs. The NPPF uses three ‘dimensions’ to describe sustainable development: economic, social and environmental, and requires the planning system, and thus the RNP where appropriate:

□to contribute to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and by improving the local supporting infrastructure.

□to support strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with

accessible local services that reflect the community's needs and support its health, social and cultural well-being; and

□to contribute to protecting and enhancing the natural, built and historic environment; helping to improve biodiversity, making better use of natural resources, minimising waste and pollution, and mitigating and adapting to climate change including moving to a low carbon economy

Chart 2, below, compares NPPF sustainability policy, NPPF policy and then indicates how the RNP conforms. From this comparison it is concluded that there is no conflict.

NPPF	NPPF Policy	RNP Policy conforms by:
NPPF Sustainability Policy 1	Building a strong, competitive economy	<p>Providing affordable social and open-market housing for lower-paid and essential workers (H1 to H12)</p> <p>Seeking to improve the infrastructure, and facilitate home working, through improved broadband services (B1-B3)</p>
NPPF Sustainability Policy 2	Ensuring the vitality of town centres	<p>Allocating residential sites within 500m of the Town Centre (H2 – H9)</p> <p>Seeking to protect community assets, particularly in the populated west of Rye. (policy I1)</p> <p>Encouraging the provision of sports facilities for the schools and wider community (I2) encouraging the provision of additional community facilities (I2).</p>
NPPF Sustainability Policy 3	Supporting a prosperous rural economy.	<p>Allocating sites for new housing and mixed use development (H2 – H9)</p> <p>Seeking to improve the communication network, including high speed broadband (B1-B3), to support both home working and local businesses.</p>

		Seeking to improve parking, provide bus facilities and reduce congestion (AT1 – AT10) to make travel easier and improve the access to employment opportunities, including those relying on public transport.
NPPF Sustainability Policy 4	Promoting sustainable transport	<p>Promoting a balanced approach to an improved transport infrastructure by:</p> <ul style="list-style-type: none"> <li>-controlling development that would add to existing problems of traffic congestion (H1 – H12)</li> <li>-locating sites close to essential village facilities to encourage walking and cycling (H1-H12)</li> <li>-parking for community facilities (D1)</li> <li>-improving road safety(AT4) and pedestrian facilities (T1-T2)</li> </ul> <p>Promoting the use of the Building for Life standard, which seeks to integrate transport infrastructure into well-designed and sustainable places (D3) and requiring that developers provide access to local facilities and public transport links via convenient, direct paths suitable for those pushing a pushchair, in a wheelchair, walking with a stick or walking frame or using a mobility scooter.</p>
NPPF Sustainability Policy 5	Supporting high quality communications infrastructure	Supporting the provision of electronic communications networks and high speed broadband and requires developers to provide a 'Connectivity Statement' showing how they will deliver broadband infrastructure to new developments (B1-B3). The RNP also minimize s the responsibility (paragraph 43 of the NPPF) to provide these services

		in a way that is sympathetic to the AONB in which Rye is located.
NPPF Sustainability Policy 6	Delivering a wide choice of high quality homes.	<p>Allocating sites for 160 new homes (H1 – H8) This includes windfall sites (H10).</p> <p>Requiring a mix of property types, tenure mix and 30% of new homes to be affordable (H9);</p> <p>Basing the housing requirement on an analysis of demographic and market trends (H9 and HNA in Appendices).</p>
NPPF Sustainability Policy 7	Requiring good design.	<p>Including polices to encourage good design (D1).</p> <p>Requiring developers to follow, to the fullest extent practicable, the design statement (D1);</p> <p>Adopting the guidance produced by the Building for Life Partnership which deals with design, sustainability and community considerations and includes consideration of connections with surroundings, access to facilities and services, public transport, meeting housing need, distinctive character, responding to context, creating well defined streets and spaces, integrating streets and parking into development, and external storage. (D3)</p> <p>Ensuring that new development incorporate Secure by Design principles (D3)</p> <p>Ensuring that at least 10% of new houses meet Lifetime Homes standards (D3).</p>

<p>NPPF Sustainability Policy 8</p>	<p>Promoting healthy communities</p>	<p>Requiring developers to incorporate Secure by Design principles (D3)</p> <p>Requiring consideration of access to community facilities and transport, especially through use of Building for Life (D3)</p> <p>Requiring all new developments to have safe pedestrian access to existing or proposed footpaths providing easy access to village facilities (T1)</p> <p>Supporting proposals for additional community facilities (I1)</p> <p>Encouraging the maximization of facilities for the schools and wider community (I2)</p> <p>Seeking developer contributions to improve community facilities (H12).</p>
<p>NPPF Sustainability Policy 9</p>	<p>Protecting Green Belt land</p>	<p>The neighbourhood plan area does not include any designated green belt.</p>
<p>NPPF Sustainability Policy 10</p>	<p>Meeting the challenge of climate change, flooding and coastal change</p>	<p>With Rye is at the confluence of three rivers ( Brede, Tillingham and Rother); the last being tidal and connecting to the sea at Rye Harbour and with around 50% of homes at risk of consequence of flooding, and with numerous water courses and sewers and much of the lower Town in zone 2 or 3 flood risk areas, the RNP supports this policy by:</p> <p>Requiring all development to meet national and local flood risk mitigation policies (F1).</p>

		Requiring developers to minimize the use of renewable energy opportunities offered by a particular site (E4).
NPPF Sustainability Policy 11	Conserving and enhancing the natural environment	<p>Requiring the impact of development on landscape, including trees and hedgerows, to be considered (E2).</p> <p>Seeking to minimize light pollution (E3)</p> <p>Reducing noise pollution (E3)</p> <p>Giving high priority to potential development sites (H2-H9) that reduce the need to use cars; are previously developed; and have a low impact on a sensitive landscape</p>
NPPF Sustainability Policy 12	Conserving and enhancing the historic environment	<p>With much statutorily protected built heritage in Rye and numerous recorded archaeological monuments in the parish, the RNP seeks to protect all designated historic assets in the parish, any monuments, and areas that may be scheduled (E5).</p> <p>Requiring a positive approach to 'the conservation and enjoyment of the historic environment, including heritage assets most at risk through neglect, decay or other threats' (E5).</p>
NPPF Sustainability Policy 13	Facilitating the sustainable use of minerals	<p>Mineral extraction is excluded development in terms of neighbourhood plans and is therefore not dealt with.</p> <p>Furthermore there are no minerals safeguarding areas in the parish.</p>

### Section 3 – Does the RNP conform with Rother District Core Strategy?

#### Rother District Core Strategy: Strategic Objective for Rye:

“To improve the economic and social well-being of Rye, including in relation to its market town role, tourism and the Port of Rye, whilst fully respecting and sensitively managing its historic character, vulnerability to flooding and ecologically important setting”.

This strategic objective chimes with that of the RNP and therefore it is concluded that there is no conflict.

Chart 3, indicates the Rother DC Core Strategy and summarises how the RNP relates to these. A comparison indicates that there is no conflict.

Rother Core Strategy Policy Framework Ry1 for Rye and Rye Harbour	RNP Objectives and policies
(i) Promote efficiencies and improvements to the <b>strategic transport</b> network to improve connectivity between Rye and other major urban centres;	AT10
(ii) Support <b>traffic management on the local road</b> network, promote sustainable alternatives to the car and implement the objectives stated in Local Transport Plan 3 and the Rye Local Area Transport Strategy;	T1- T2 AT1-7
(iii) Preserve and enhance the <b>character and historic environment</b> of the Citadel and wider Conservation Area and the distinctive landscape setting of the Town	D1- D3
(iv) Retain the <b>Centre of Rye</b> as the main focus for retail and services for the Town. Increase the choice of convenience shopping by facilitating an increase of 1650 sq ft of floorspace in of adjacent to the Town Centre	B1- B3
(v) Provide between <b>355 – 400 dwellings</b> between 2011 and 2028. After deductions of commitments and Rye Harbour (40) the target is 160 to 2028.	H1 to H10

(vi) Seek to secure and maintain effective <b>flood defences</b> for Rye and Rye Harbour, whilst also minimising and managing flood risk, including in relation to the location of new development in accordance with other criteria;	F1
(vii) To promote at least 10,000 sq m of employment floorspace at Rye Harbour Road industrial estate to promote economic regeneration and job creation, having particular regard to protecting the integrity of internationally designated habitats;	B1 – B3
(viii) To maintain and enhance navigation on the River Rother and the viability of the Port of Rye as a working harbour, having particular regard to protecting the integrity of internationally designated habitats;	AT10
(ix) Promote green tourism initiatives, including careful management of Rye Harbour Nature Reserve and, where feasible, new habitat creation and green infrastructure linkages, that protects and enhances the integrity of the internationally important ecological interests;	AE 1-2
(x) Tackle social exclusion and promote opportunities for young people to access education, community facilities, employment and leisure;	A12 H1-12
(xi) Maintain and enhance the community cultural and tourism assets of both Rye and Rye Harbour;	I1 –I2
(xii) To maintain a strategic gap between Rock Channel and the industrial estate at Rye Harbour Road.	D2 E1 AI4



<p>Policy EN3: Design Quality</p> <p>Policy EN4: Management of the Public Realm</p>	<p>D1: To ensure that all development will be guided by the design statement<sup>2</sup>.</p> <p>D2: To ensure that all new development complements or enhances the existing character of Rye, it must reflect the existing proportion, height, scale, materials of the built environment.</p>
<p>Policy EN6: Flood Risk Management An effective and integrated approach to flood risk management in Rother district will be achieved by working with the relevant agencies and strategic partners</p> <p>Policy EN7: Flood Risk and Development Flood risk will be taken into account at all stages in the planning process</p>	<p>F1 To ensure that all developments are designed and constructed to minimise the overall level of flood risk, both to the users of the site and elsewhere, when compared to current flood events. This relates to both major and localised flooding events.</p>
<p>Policy EC1: Fostering Economic Activity and Growth</p> <p>Policy EC7: Retail Development</p> <p>Policy EC2: Business Land and Premises</p> <p>Policy EC3: Existing Employment Sites</p>	<p>B1 To encourage new enterprise development</p> <p>B2: To identify a site for a second supermarket</p> <p>B3 To encourage existing business and business sites</p>
<p>Policy CO6: Community Safety</p> <p>Policy TR2: Integrated Transport Improvements in the provision and use sustainable transport will be achieved through maximising the best and most effective use of the existing transport network</p> <p>Policy TR3: Access and New Development New development should minimise the need to travel and support good access to</p>	<p>T1 To ensure that all development provides safe pedestrian access to link with existing or proposed footpaths and cycleways.</p> <p>T2: To improve cycleway connectivity across Rye</p>

<sup>2</sup> The Design Statement is a crucial part of these policies and is at Appendix 2.

<p>employment, services and communities facilities</p> <p>Policy TR4: Car Parking Planning permission will be granted for development where the provision for parking accords with the following principles which will be elaborated upon in the form of Supplementary Planning Document. Proposed development shall:</p>	
<p>Policy CO1: Community Facilities and Services</p> <p>Policy CO4: Supporting Young People</p> <p>Policy CO5: Supporting Older People</p> <p>Policy CO2: Provision and Improvement of Healthcare Facilities</p> <p>Policy CO3: Improving Sports and Recreation Provision</p>	<p>I1 To establish new infrastructure in the West of Rye.</p> <p>I2 To protect Rye’s community facilities</p>

<p>Policy OSS2: Use of Development Boundaries</p> <p>‘To maintain the high quality, and improve the long term stewardship, of the natural and built environment, with full regard to potential future consequences of climate change’</p> <p>Policy EN1: Landscape Stewardship</p>	<p>E1: Protect green infrastructure of Rye by maintaining the strategic “green” gaps:</p> <ul style="list-style-type: none"> <li>• Rock Channel southwards into the “strategic gap” to the start of the industrial estates at Rye Harbour Road;</li> <li>• Rye Hill westwards into the agricultural land of Rye Foreign;</li> <li>• New Road eastwards into the marshlands of East Guldeford and Camber;</li> </ul> <p>New Winchelsea Road and Udimore Road westwards into the</p>
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	marshland of Udimore and Icklesham Parishes;
Policy EN5: Biodiversity and Green Space	E2. To protect and encourage new green infrastructure and biodiversity  E3. To reduce light pollution
Policy SRM2: Water Supply and Wastewater Management	Encourage initiatives for efficient use of energy and water through building design  E4: To encourage measures to reduce energy consumption <sup>3</sup>
	AB1 To promote specific skills and enterprise  AB2 To promote tourism
	AT1: To implement 'shared space' for the High Street and the Strand  AT2: To encourage out of town centre storage  AT3: To encourage selective one way systems  AT4: To encourage 20mph on certain roads

<sup>3</sup> The Low Carbon and Renewable Potential Study undertaken for Rother DC by Scott Wilson in 2010.

	<p>AT5: To encourage revised parking strategy, through signage and facilities to include:</p> <ul style="list-style-type: none"> <li>• Greater use of “interceptor” car parks</li> <li>• Multi level parking facilities in two places: the former cattle market; the Freedom Leisure Centre car park</li> </ul> <p>AT6: To establish electric car parking facilities at Station Approach</p> <p>AT7. Encourage a holistic review of all signage with a view to redesigning to better guide visitors and through traffic.</p>
	<p>Improve connectivity within and without Rye Parish</p> <p>AT8: To improve the Station approach</p> <p>AT9: To improve the Strand</p> <p>AT10: To encourage improved strategic transport links from Rye to the wider locality</p>
	<p>AE1: To encourage (Green) tourism and leisure, including support for the management of the Rye Harbour Nature Reserve.</p> <p>AE2: To encourage a project to maintain the water level at the Strand Quay to a depth of 1.5m and to provide foot ways over the River Rother should be re-considered to enhance the visitor experience.</p>

	<p>AI1. To encourage existing facilities providing cultural and heritage activities.</p> <p>AI2: To encourage the vision of the Rye Academy Trust</p> <p>AI3: To encourage increased local medical services which support the community and reduce the need to travel</p>
<p>Policy EN2: Stewardship of the Historic Built Environment</p>	<p>AI4. To encourage the protection of the key buildings</p>

## Framework for Monitoring and Delivery of Infrastructure

In Policy IM1: Monitoring Framework, Rother DC sets out a framework to ensure that the strategy is robust in terms of ensuring the effective and timely delivery of development and infrastructure. Therefore to comply, Rye Town Council has set a framework linked to the RNP to:

- (i) ensure a continuity of supply of housing and business land;
- (ii) ensure that there is, or will be, adequate infrastructure to meet the needs of communities and of development;
- (iii) integrate infrastructure programmes of key agencies;
- (iv) provide requisite flexibility in the strategy together with contingencies based on a risk assessment that still meet the overall vision;
- (v) implement a Community Infrastructure Levy framework to set priorities for Rye and mesh with the Rother DC Infrastructure Delivery Plan.

## Section 4: European Union Obligations

**Environmental Impact and Habitat Regulations** The following EU directives apply:

Directive 2001/42/EC on the assessment of the effects of certain plans and programmes on the environment (often referred to as the Strategic Environmental Assessment (SEA) Directive). The conclusion of the SA screening statement and consultation is: “ It is demonstrated, through assessment against the significance criteria in the SEA Directive and Regulations . . . that the impact of Rye Neighbourhood Plan will not result in significant environmental effects.” The consultation responses supported the conclusion and with comments that will be taken into account.

Directive 2011/92/EU on the assessment of the effects of certain public and private projects on the environment (often referred to as the Environmental Impact Assessment (EIA) Directive). This is to confirm that no neighbourhood development orders are proposed by the qualifying body, so the directive does not apply.

Directive 92/43/EEC on the conservation of natural habitats and of wild fauna and flora and Directive 2009/147/EC on the conservation of wild birds (often referred to as the Habitats and Wild Birds Directives respectively), the conclusion of the HRA screening statement and consultation is: “there is likely to be no significant effect of the Rye Neighbourhood Plan on the European sites. Rother District has advised that a separate assessment is not required.”

Waste Framework Directive (2008/98/EC), Air Quality Directive (2008/50/EC) and the Water Framework Directive (2000/60/EC). This is to confirm that there are no policies contained in Rye neighbourhood that are within the scope of the directives.

### Human Rights

Equalities Impact Assessment: An equalities impact assessment has not been undertaken, as no longer required under the Equalities Act 2010, but it is not considered the Plan discriminates unfairly or in a manner which is contrary to the Human Rights Act 1998.

ATBK PhD

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