



Eye Neighbourhood Plan



Your village - Your say

2025-2035

eyeparish.org.uk/np



Contents

1.	INTRODUCTION	4
1.1	Welcome to the Eye Neighbourhood Plan	4
1.2	About Neighbourhood Development Plans	4
1.3	The National Planning Policy Framework.....	4
1.4	The Eye Neighbourhood Development Plan	7
1.4.1	The Eye Neighbourhood Area	7
1.4.2	The Peterborough Local Plan	8
1.4.3	Basic Conditions Statement	8
1.4.4	Development of the Plan	8
2.	INTRODUCING EYE AND EYE GREEN.....	9
2.1	Geographical environment.....	9
2.2	Environmental impacts.....	13
2.3	Population	14
2.4	Conservation Area	15
2.5	History and Heritage.....	16
2.6	Places of historic significance	17
2.7	Current developments adjacent to the village.....	25
3.	SERVICES, BUSINESSES AND AMENITIES.....	26
3.1	Primary School.....	26
3.3	Cemetery	28
3.4	Manor Farm Community Centre	29
3.5	Manor Farm Park.....	29
3.6	The Leeds Hall.....	30
3.7	Youth Centre.....	30
3.8	Library.....	31
3.9	Recreation ground.....	31
3.10	Eye Green Local Nature Reserve	31
3.11	Play Areas	33
3.12	Allotments	33
3.13	Dogsthorpe Star Pit Nature Reserve.....	33
3.14	Public and sustainable transport.....	34
4.	KEY ISSUES IDENTIFIED	34
4.1	Medical facilities	34
4.1.1	GP Practice	34

4.1.2	Defibrillators	34
4.1.3	Dental practice	34
4.2	Education and youth amenities	34
4.2.1	Eye primary school	34
4.2.2	Lack of secondary school provision	34
4.2.3	Youth Centre and Library	34
4.3	Environmental Issues.....	35
5.	VISIONS AND OBJECTIVES.....	35
6.	POLICIES.....	40
6.1	Housing.....	40
6.2	The local economy.....	41
6.3	Transport	42
6.4	Community health and wellbeing	42
6.5	Village character and community assets.....	44
6.6	Environment and sustainability.....	45
7.	MONITORING REVIEW	46
8.	REFERENCES.....	46
8.1	Texts and documents consulted.....	46
8.2	Acknowledgements	46
	Appendix A: Designated green spaces.....	47
	Appendix B: Locally important views.....	49

1. INTRODUCTION

1.1 Welcome to the Eye Neighbourhood Plan

This plan has been prepared by the Eye Neighbourhood Plan Steering Group on behalf of the Eye Parish Council. It has been developed to positively shape the development of our village, which encompasses Eye and Eye Green, over the next ten years.

Residents have been actively consulted throughout the plan-making process, ensuring that their views and aspirations have been incorporated. The consultation has been extensive and inclusive, reflecting the community's desire to preserve the unique character and identity of Eye.

The plan is based not only on the feedback from residents but also on research to support its policies. The diligent work of our steering group and the commitment of the Parish Council have been instrumental in creating this robust and forward-looking plan.

We extend our thanks to the entire community and the Eye Parish Council for their support and dedication in bringing this Neighbourhood Plan to fruition.

Joss Edge
Chair, Eye Neighbourhood Plan Steering Group.

1.2 About Neighbourhood Development Plans

Neighbourhood plans were introduced as part of the Localism Act 2011. Their purpose is to enable local communities to have a greater say about the use and development of land and buildings in their area. Preparing a neighbourhood plan provides an opportunity to shape where development will go and what it will look like. Once 'made' (i.e. adopted) a neighbourhood plan forms part of the statutory Development Plan for the area. This means that planning applications must be determined by the local planning authority in accordance with the policies of the neighbourhood plan unless material considerations indicate otherwise.

1.3 The National Planning Policy Framework

The National Planning Policy Framework (NPPF), updated 12 December 2024, sets out the role of neighbourhood planning in the context of national and regional policies, specifically:

THE PRESUMPTION IN FAVOUR OF SUSTAINABLE DEVELOPMENT

Para 12

The presumption in favour of sustainable development does not change the statutory status of the development plan as the starting point for decision-making. Where a planning application conflicts with an up-to-date development plan (including any neighbourhood plans that form part of the development plan), permission should not usually be granted. Local planning authorities may take decisions that depart from an up-to-date development plan, but only if material considerations in a particular case indicate that the plan should not be followed.

Para 13

The application of the presumption has implications for the way communities engage in neighbourhood planning. Neighbourhood plans should support the delivery of strategic policies contained in local plans or spatial development strategies; and should shape and direct development that is outside of these strategic policies.

Para 14

In situations where the presumption (at paragraph 11d) applies to applications involving the provision of housing, the adverse impact of allowing development that conflicts with the neighbourhood plan is likely to significantly and demonstrably outweigh the benefits, provided the following apply:

(1) the neighbourhood plan became part of the development plan five years or less before the date on which the decision is made; and:

(2) the neighbourhood plan contains policies and allocations to meet its identified housing requirement.

THE PLAN-MAKING FRAMEWORK

Para 18

Policies to address non-strategic matters should be included in local plans that contain both strategic and non-strategic policies, and/or in local or neighbourhood plans that contain just non-strategic policies.

STRATEGIC POLICIES

Para 21

Plans should make explicit which policies are strategic policies. These should be limited to those necessary to address the strategic priorities of the area (and any relevant cross-boundary issues), to provide a clear starting point for any non-strategic policies that are needed. Strategic policies should not extend to detailed matters that are more appropriately dealt with through neighbourhood plans or other non-strategic policies.

NON-STRATEGIC POLICIES

Para 29

Non-strategic policies should be used by local planning authorities and communities to set out more detailed policies for specific areas, neighbourhoods or types of development. This can include allocating sites, the provision of infrastructure and community facilities at a local level, establishing design principles, conserving and enhancing the natural and historic environment and setting out other development management policies.

Para 30

Neighbourhood planning gives communities the power to develop a shared vision for their area. Neighbourhood plans can shape, direct, and help to deliver sustainable development, by influencing local planning decisions as part of the statutory development plan. Neighbourhood plans should not promote less development than set out in the strategic policies for the area, or undermine those strategic policies.

Para 31

Once a neighbourhood plan has been brought into force, the policies it contains take precedence over existing non-strategic policies in a local plan covering the neighbourhood area, where they are in conflict; unless they are superseded by strategic or non-strategic policies that are adopted subsequently.

EXAMINING PLANS

Para 38

Neighbourhood plans must meet certain 'basic conditions' and other legal requirements before they can come into force. These are tested through an independent examination before the neighbourhood plan may proceed to referendum.

DELIVERING A SUFFICIENT SUPPLY OF HOMES

Para 69

Strategic policy-making authorities should establish a housing requirement figure for their whole area, which shows the extent to which their identified housing need (and any needs that cannot be met within neighbouring areas) can be met over the plan period. The requirement may be higher than the identified housing need if, for example, it includes provision for neighbouring areas or reflects growth ambitions linked to economic development or infrastructure investment. Within this overall requirement, strategic policies should also set out a housing requirement for designated neighbourhood areas which reflects the overall strategy for the pattern and scale of development and any relevant allocations. Once the strategic policies have been adopted, these figures should not need re-testing at the neighbourhood plan examination, unless there has been a significant change in circumstances that affects the requirement.

Para 70

Where it is not possible to provide a requirement figure for a neighbourhood area, the local planning authority should provide an indicative figure, if requested to do so by the neighbourhood planning body. This figure should

take into account factors such as the latest evidence of local housing need, the population of the neighbourhood area and the most recently available planning strategy of the local planning authority.

IDENTIFYING LAND FOR HOMES

Para 74

Neighbourhood planning groups should also give particular consideration to the opportunities for allocating small and medium-sized sites (of a size consistent with paragraph 73a) suitable for housing in their area.

OPEN SPACE AND RECREATION

Para 106

The designation of land as Local Green Space through local and neighbourhood plans allows communities to identify and protect green areas of particular importance to them. Designating land as Local Green Space should be consistent with the local planning of sustainable development and complement investment in sufficient homes, jobs and other essential services. Local Green Spaces should only be designated when a plan is prepared or updated and be capable of enduring beyond the end of the plan period.

ACHIEVING WELL-DESIGNED PLACES

Para 132

Plans should, at the most appropriate level, set out a clear design vision and expectations, so that applicants have as much certainty as possible about what is likely to be acceptable. Design policies should be developed with local communities, so they reflect local aspirations, and are grounded in an understanding and evaluation of each area's defining characteristics. Neighbourhood planning groups can play an important role in identifying the special qualities of each area and explaining how this should be reflected in development, both through their own plans and by engaging in the production of design policy, guidance and codes by local planning authorities and developers.

PROTECTING GREENBELT LAND

Para 145

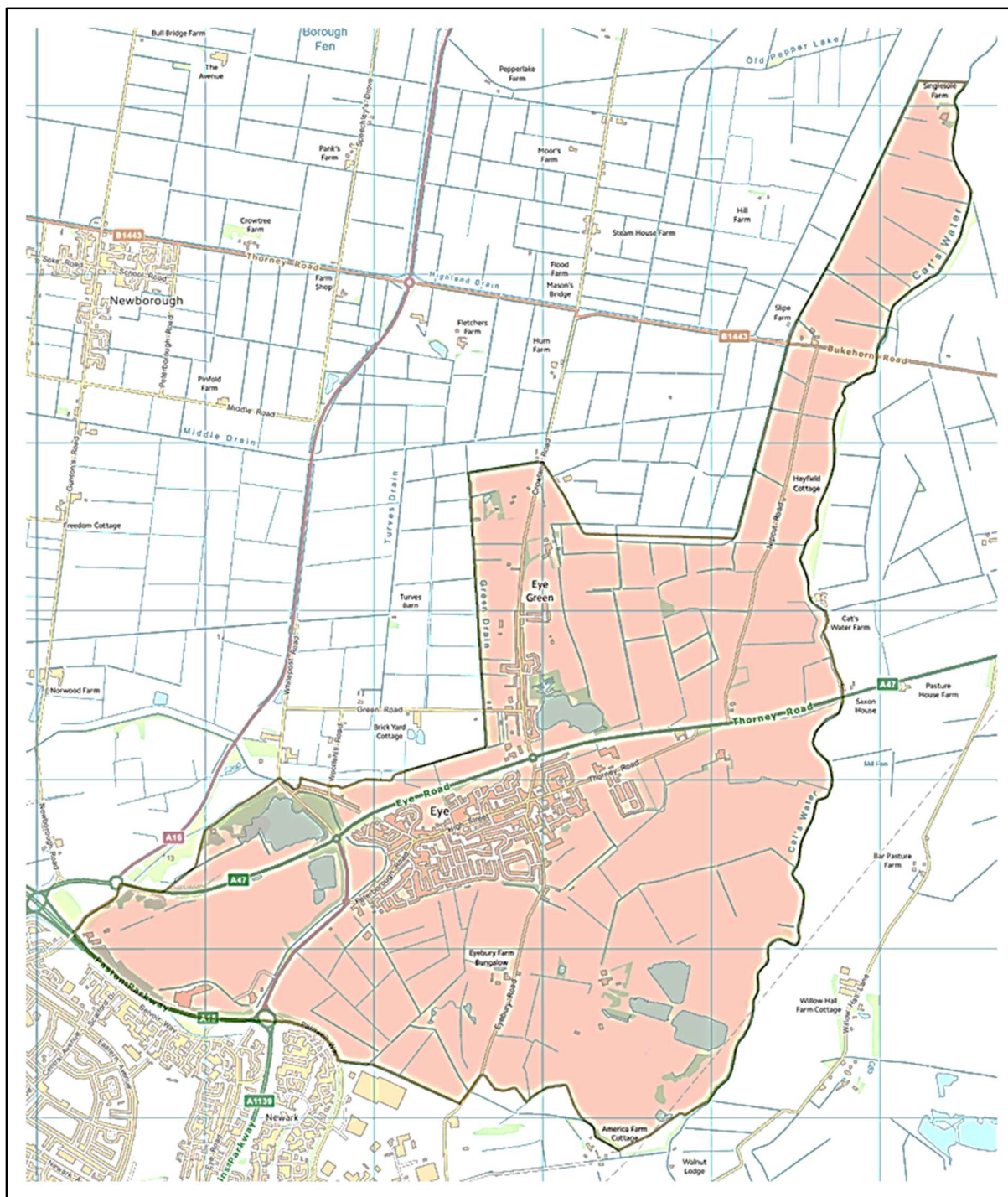
Once established, Green Belt boundaries should only be altered where exceptional circumstances are fully evidenced and justified through the preparation or updating of plans. Strategic policies should establish the need for any changes to Green Belt boundaries, having regard to their intended permanence in the long term, so they can endure beyond the plan period. Where a need for changes to Green Belt boundaries has been established through strategic policies, detailed amendments to those boundaries may be made through non-strategic policies, including neighbourhood plans.

1.4 The Eye Neighbourhood Development Plan

1.4.1 The Eye Neighbourhood Area

The Neighbourhood Plan area was designated by Peterborough City Council on 25th August 2023. The designated area corresponds to the boundaries of the civil parish and covers Eye and Eye Green.

In this plan, all references to “Eye”, “the village”, and “the parish” includes Eye and Eye Green unless otherwise stated.



Eye and Eye Green parish boundary

(Map data licensed under [OS OpenData](#). Contains Ordnance Survey data © Crown copyright and database right 2014)

1.4.2 The Peterborough Local Plan

Neighbourhood Plans can be developed before, after, or (as in this case) in parallel with a Local Plan but must be in general conformity with the strategic policies in the adopted local plan for the area. In planning terms, an idea or issue is in 'general conformity' if it upholds the general principle of the idea or issue it is concerned with.

The Peterborough City Council Local Plan was adopted in 2019. The authority intended to publish a draft of a new plan by Autumn 2024. However, in July 2024, the Government opened consultation on revisions to the National Planning Policy Framework, and a new (current) version was published in 2024. The draft Peterborough Local Plan for 2024-2044 was published in April 2025 with a public consultation period running until 29th May 2025.

According to the current timeframe, the draft plan is expected to be submitted to the Secretary of State in March 2026 and adopted in December 2026.

Once adopted, the plan will form part of the statutory Development Plan for Peterborough. It will be used to determine applications in accordance with Planning and Compulsory Purchase Act 2004 Section 38 (6) in that the determination of planning applications 'must be made in accordance with the Plan unless material considerations indicate otherwise'.

1.4.3 Basic Conditions Statement

In accordance with Regulation 15(1)(d) and Regulation 22(1)(e) of the Neighbourhood Planning (General) Regulations 2012 (as amended)) a Basic Conditions Statement has been created as a supporting document to this Plan.

1.4.4 Development of the Plan

The Eye Neighbourhood Plan has been prepared for the community by the community. This document is the product of a process of community events and consultation with residents, stakeholders, statutory bodies and landowners.

Eye Parish Council, as the qualifying body established a working group to develop the plan. This group comprised of village residents and Parish Councillors to oversee the project and make recommendations on the content of the plan. The role of the working group was to act as facilitators in enabling local residents, businesses and community groups to determine the focus of the plan and devise policies to address local issues and concerns.

Through this process the working group has interpreted the requirements, confirmed their validity at each stage of the process and produced the plan. The table below provides a brief outline of the community consultation events held that fed into the Eye community survey, the results of which form the basis for the plan:

Event	Date	Description
Open weekend at Leeds Hall	19 th & 20 th November 2022	Residents were invited to attend the hall and share their opinions on different aspects of village life. They were able to write their thoughts on post-it notes which were then collated.
Initial survey	January 2023	A simple Google form survey asking residents five questions: <ul style="list-style-type: none">• What is good about the village?• What is bad about the village?• What would they like to see more of in the village?• What would they like to see less of in the village?• Any other comments. The link to the form was shared via the village Facebook group.

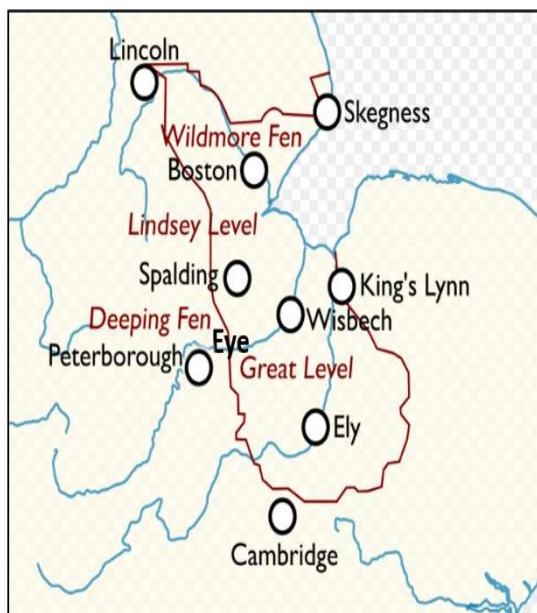
Event	Date	Description
Summer survey	July to 1 st Sept 2024	Made available to residents in print and online format. Printed forms were made available in the community centres, library, church, coffee shop and pubs. The online version was made available via the village website, village Facebook group and <i>Eyescan</i> , the quarterly village magazine.
Summer fair	6 th July 2024	Members of the steering group attended to hand out leaflets and surveys and to talk to local residents.
Draft consultation period	10 th May to 20 th July 2025	The draft plan was made available to residents in print and online format. Printed copies were made available in the community centres, library, and coffee shop. The online version was made available via the village website, village Facebook group, and <i>Eyescan</i> , the quarterly village magazine.
Summer fair	12 th July 2025	Members of the steering group attended to hand out draft plans and to talk to local residents.

2. INTRODUCING EYE AND EYE GREEN

2.1 Geographical environment

The village of Eye, which includes Eye and Eye Green, is situated in the unitary authority area of Peterborough in the ceremonial county of Cambridgeshire.

The name Eye derives from Old English meaning a place at 'the island or well-watered land, or dry ground in marsh'. In that context, Eye relates to the fenlands and settlements of similar geological nature to the east such as Ely.



Eye lies on the edge of the Fens. To the west are the rolling hills of Rutland and north Northamptonshire, to the east are the fens with their low lying and predominately agricultural landscape. Not far to the south is the River Nene and to the north is the River Welland.

The total area of the parish is 11 square kilometres or 4.2 square miles. The perimeter is approximately 21km or 13 miles in length.

The city of Peterborough is approximately 5 miles to the southwest of the village by road. The A47 trunk road from Birmingham in the west to Great Yarmouth in the east separates the main village to the south from Eye Green to the north. The bypass opened in October 1991 on what was previously the disused railway track.

There are four arterial roads that run into the village: Crowland Road from the north, Thorney Road from the east, Eyebury Road from the south, and Peterborough Road from the west.

Between the village and the outskirts of Peterborough city, Eyebury Road becomes a single-lane road with passing places. This is noteworthy as it presents an existing bottleneck on a main route into and out of the village.

The westbound arterial road leads to the A1139 which is a major route into the city for vehicles, pedestrians and cyclists. The A1139 carries significant traffic volumes heading south of Peterborough, including heavy goods vehicles destined for the A1 and A14 to Harwich. It currently experiences congestion throughout the day, which

affects the air quality and impacts the journeys of residents into and out of the village. The parish council and residents have lobbied the city council for a weight restriction to be applied to the road to divert the HGVs along the A47/A16, as originally intended when those roads were built.



A 'Green Wedge' separates Eye from Peterborough. It is the policy of Peterborough City Council to contain urban sprawl and thus maintain the separate identity of Eye and other communities on the periphery of the city. This is covered by policy LP26 in the Peterborough Local Plan (2016-2036).

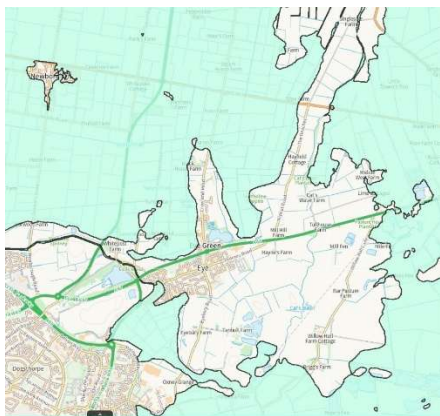
There are footpaths to the north and south of the village into surrounding countryside, as shown on the map below. These footpaths are well-used by residents of the village for exercise and dog-walking.



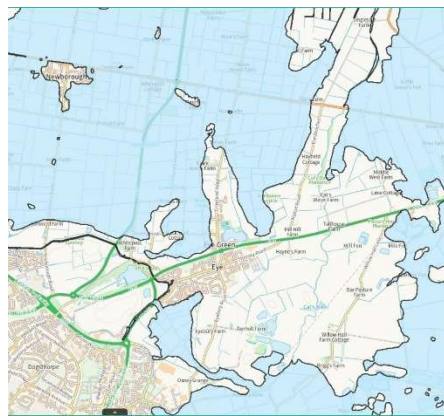
Much of the land to the north, east and south of the village is classed as flood zone 3. Areas within this zone have been shown to be at a 1% or greater probability of flooding from rivers or 0.5% or greater probability of flooding from the sea. A number of drainage boards manage water levels in an area where there is a special need for drainage. Eye being on the edge of the fens is within the area covered by one of these boards, the North Level Internal Drainage Board.

The following flood zone maps are taken from the Peterborough City Council Interactive Mapping Service.

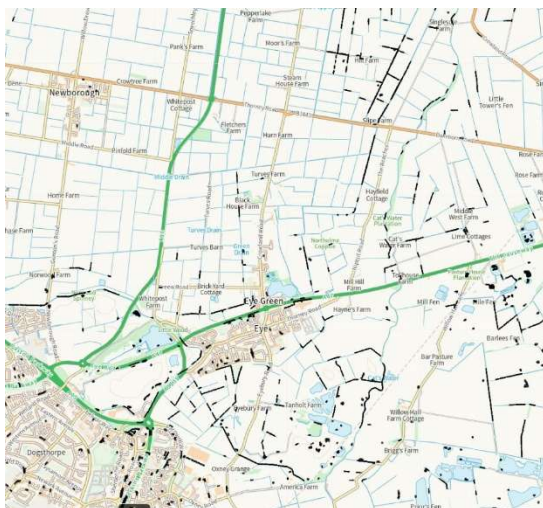
Eye flood zones 2



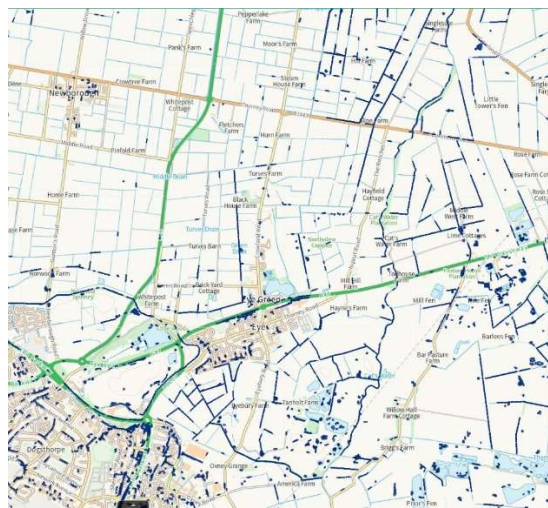
Eye flood zones 3



Eye flood map surface water 1 in 30 years



Eye flood map surface water 1 in 100 years





2.2 Environmental impacts

Neighbourhood Development Plans must assess whether a Strategic Environmental Assessment (SEA) or a Habitat Regulations Assessment (HRA) is necessary. This ensures that proposed policies do not negatively impact designated or ecologically significant sites, including those without formal protection.

In the context of Eye and Eye Green, it is important to note that there are no formally designated nature conservation sites within the Neighbourhood Plan area. While Eye Green Nature Reserve is a valued local green space, it does not hold formal designation under national or international conservation frameworks.

However, environmental screening must also consider nearby sensitive sites that could be indirectly affected by development within Eye and Eye Green such as through industrial discharges, habitat fragmentation, or increased human activity.

Peterborough's wider ecological network includes a hierarchy of designated sites:

- Internationally designated sites (highest protection):
- Barnack Hills and Holes (SAC)
- Nene Washes (SAC, SPA, Ramsar)
- Orton Pit (SAC)

These sites are protected under the Habitats Directive and Habitats Regulations, and any development likely to significantly affect them must undergo a rigorous HRA. The presumption in favour of sustainable development does not apply in such cases.

Of particular relevance to Eye and Eye Green is the Nene Washes Special Protection Area (SPA) and Ramsar site, which lies within Peterborough's administrative boundary. Ramsar sites are wetlands having international designation and protection.

Although not adjacent, land within the Swan Functional Land Impact Risk Zone (IRZ), identified by Natural England and the British Trust for Ornithology (BTO) may be functionally linked to the Nene Washes. This includes areas used by certain bird species, such as swans, for foraging and roosting. If any part of Eye and Eye Green falls within this IRZ, major greenfield developments would require a project-level HRA to demonstrate no adverse impact. No such development is proposed by this Plan.

Additionally, Sites of Special Scientific Interest (SSSIs) and National Nature Reserves (NNRs) form a network of nationally important habitats. Development affecting these sites will only be permitted in exceptional circumstances, in line with the National Planning Policy Framework (NPPF).

Locally important sites, including brownfield areas with high biodiversity value, also contribute to the wider ecological network. These areas may support open 'mosaic habitats', which are vital for many threatened species. Development proposals in Eye and Eye Green should aim to enhance biodiversity, avoid harm to local ecological assets, and follow the mitigation hierarchy where impacts cannot be avoided.

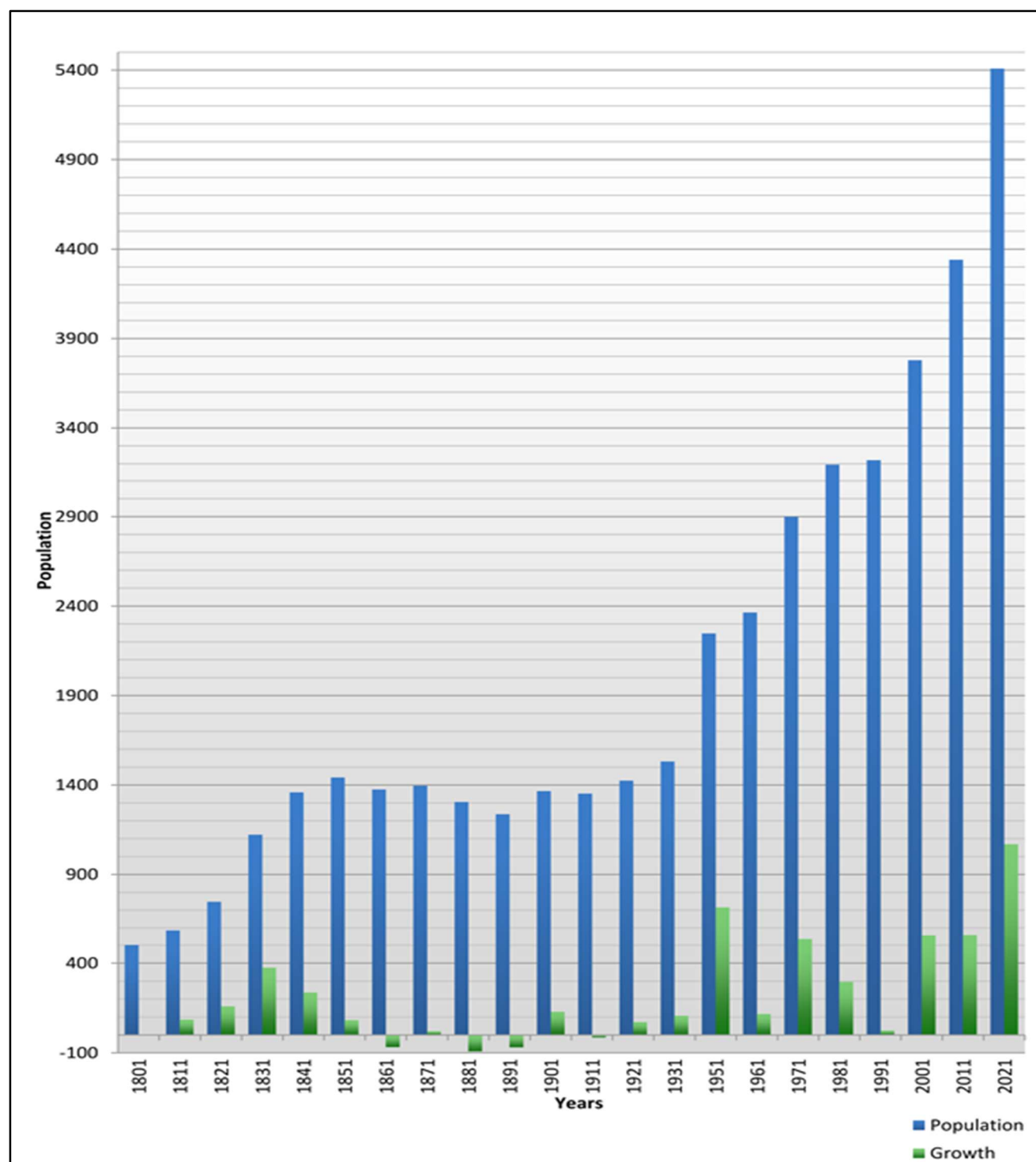
While Eye and Eye Green do not contain designated conservation sites, their proximity to internationally and nationally protected areas, especially the Nene Washes SPA and Ramsar site, requires careful environmental consideration. Consequently, the policies in this plan have been tested to ensure that any development supports ecological connectivity, protects nearby sensitive habitats, and, where possible, contributes to a net gain in biodiversity.

2.3 Population

Census year	Population	Growth/Previous	Growth/Overall
2001	3,779		
2011	4,360	+15.37	
2021	5,409	+24.06	+43.13%

(Office of National Statistics)

In 2021, the population of Eye, including Eye Green, was 5409, an increase of 1049 persons or 25.6% since 2011, the largest recorded growth in population, over a ten-year span, in the recorded history of the village. Since 2001, the population has increased by 43%.



2.4 Conservation Area

The Eye Conservation Area was designated in March 2002. It is principally an area of housing, but also includes a number of shops and commercial uses on High Street, a public house, and the Parish Church of St Matthew. The boundaries are the rear of buildings to High Street to the south, the junction of Crowland Road and High Street to the east, and the junction of Hodney Road and High Street to the west.



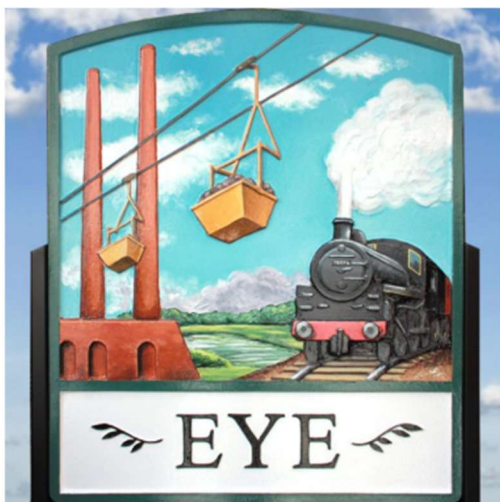
2.5 History and Heritage

The historically important Bronze Age archaeological site of Flag Fen lies three miles south of Eye. It consists of more than 60,000 timbers arranged in five long rows, creating a wooden causeway about 1 km long across the wet fenland.

Part-way across the structure a small island was formed. Items associated with it have led scholars to conclude that the island was of religious significance. Five miles north of Eye lies Crowland, a former Benedictine Abbey. Four miles east of the village is Thorney, formerly an important Saxon ecclesiastical centre. There has been a church at Eye since at least 1543. The present parish church was built in 1846.

Eye was previously one of the brickmaking villages of the Peterborough area, along with Fletton, Yaxley and Stanground. There was a brick pit (a quarry for clay for making bricks). Northolme in Crowland Road was the site of the brick works' social club. It is now a nature reserve.

A new village sign was erected in February 2023 and depicts images that represent significant points in Eye's past and present. These include Odam's windmill, the church, the brickpit, and the railway that used to run through the village.



2.6 Places of historic significance

The following places have been identified:

Edgerley pond site

A small area of grass at the western edge of the conservation area. The site of the final well on the route into Peterborough used by farmers taking livestock to the city market.



St Matthew's Church, High Street

19th century church. Grade II listed.



11 to 17 High Street

19th century terraced cottages.



14 High Street (Stone House)

19th century residential building. Grade II listed.



16, 18, and 20 High Street

18th century cottages. Grade II listed.



21, 23, and 25 High Street
18th century cottages.



22 High Street
19th century residential building. Grade II listed.



24 High Street
19th century residential building. Formerly a pub and now used as a children's nursery



26 High Street

19th century residential building. Grade II listed.



28 High Street

19th century residential building.



29 High Street

18th century residential building. Grade II listed



48 High Street

The Blue Boar pub. Grade II listed.



64 High Street

19th century residential building.



85 High Street

17th century residential building. Grade II listed



89 High Street

Late 18th/early 19th century residential building. The only full three-storey building on the High Street.



3 Eyebury Road, Eyebury Cottages

17th/18th century cottages. Grade II listed.

69 Eyebury Road

Late 18th/early 19th century single-storey cottage. Grade II listed



Eyebury Farmhouse, Eyebury Road

Late 17th century residential building. Grade II listed.

Eye former Girls' School, Crowland Road

19th century school. Now used as youth centre and library. This building has article 4 protection.



Eye former Boys' School, Crowland Road

19th century school. Now privately owned. This building has article 4 protection.



Eye former mortuary building, Eye cemetery, Crowland Road

19th century cemetery building



Northolme House, Crowland Road

16th/17th century residential building. Grade II listed.

The Old Vicarage, Thorney Road

19th century residential building. Grade II listed.



Old Fire Station building, Back Lane

19th century building, originally Eye fire station.



Car Dyke

Historic monument

(Picture credit: David Gruar)



2.7 Current developments adjacent to the village

There are two large-scale developments underway adjacent to the village:

Oxney Road

22/01345/OUT: A light industrial development of 22,000 sqm to the south of the village. Eyebury Road, the single-track road leading out of Eye, is a main access road to this development site. The construction work and subsequent businesses are likely to increase traffic using this road.

Manor Drive/Roman Fields

16/01197/REM: A development of 457 dwellings together with associated access, highways, parking and landscaping to the west of the village.

Other larger scale future developments in the planning process within one mile of the parish.

Flagship Park

(18/00080/OUT) - 127-acre site with a range of industrial accommodation (B1/B2/B8), from 20,000 sq ft to over 650,000 sq ft to the south of the village (five phases).

P24/01538/REM: Phase 1: Erection of a new building for B2/B8 uses with ancillary office space, internal access road, parking and yard space, ancillary buildings including gatehouse, hard and soft landscaping, attenuation ponds and swales associated

Staplee Way, Parnwell

25/00216/FUL: Proposed industrial/distribution development (Use Classes B2/B8) including ancillary offices together with parking, servicing, hard and soft landscaping, and associated works and infrastructure

Norwood development (2000 homes and associated infrastructure) adjacent to the parish to the west of the village.

23/00483/OUT: Development of a phased residential development (up to 1,130 dwellings) including green space, access and other associated infrastructure.

19/00272/OUT: Outline application for the erection of up to 870 residential dwellings with access from Newborough Road; provision of a primary school and playing field; a local centre up to 0.25ha with A1/A2/A3/A4/A5/D1 use classes; open space and landscaping; and other infrastructure.

3. SERVICES, BUSINESSES AND AMENITIES

In terms of medical provision, the village is served by a GP surgery, a pharmacy, and a dental practice. Social amenities include the parish church, a primary school, a library, a community centre, the Leeds Hall, the recreation ground, multiple care homes, public house, cemetery, riding centre, and skate park. Retail concerns include two grocery shops, hairdressers, restaurants, a charity shop, and a funeral home. There are more than fifty businesses in the neighbourhood plan area, including a retail park which houses a supermarket, garden centre, shops, gym and other activity places.

3.1 Primary School

Eye CofE Primary School is a voluntary controlled school with, as of September 2024, 443 pupils aged 4 to 11 years which is above its intended capacity. It has a nursery provision. 23.3% of pupils are eligible for free school meals. The school has an indoor swimming pool, which can be used by the community for organised swimming lessons outside school hours. As of August 2025, there is a waiting list of 9 children. The primary school benefits from a large playing field which is also available for community use outside of school hours.



The primary school is located on Eyebury Road, one of the arterial roads into the village. Due to the narrow nature of this road, there are problems with traffic congestion around the school on a daily basis during school run time. The photographs below show a typical school-run on Eyebury Road.



3.2 St Matthew's Parish Church

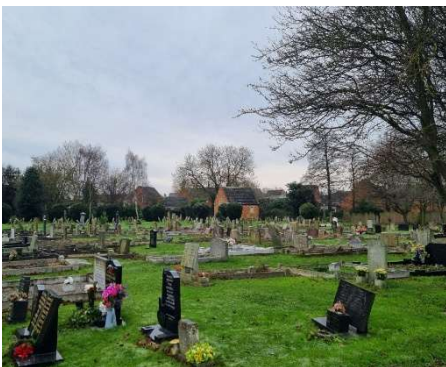
The foundation stone of the Parish Church of St Matthew was laid in May 1846 and opened for worship eleven months later. The Church spire was removed in 1982 because of safety concerns. Two services are held every Sunday morning. Other events include coffee mornings, quiz nights, flower festivals, Christmas wreath festival, and family fun days. These are well supported by the community.

The churchyard is closed for new burials, and old headstones have been relocated for safety reasons. The church yard is used for church and village events, and a tree to commemorate the coronation of King Charles III has been planted there.



3.3 Cemetery

The Parish Council has responsibility for the Cemetery which is located on Crowland Road. It is open for burials and cremated remains. The Cemetery contains two Commonwealth War Graves and is also the site of the village war memorial and has the original mortuary.



3.4 Manor Farm Community Centre

Situated at the west end of the High Street, the Manor Farm Community Centre has a hall and lounge for hire and is used weekly by about twenty regular community groups providing a range of activities. The centre is a popular venue for private bookings, due to the facilities provided which include a licensed bar. The Centre provides the largest amount of car parking in the village, including for the Manor Farm Park. An outreach post office operates at the Centre one morning per week. The building is owned by Peterborough City Council, but managed by the Eye Community Association, and has been considered by the Council for Asset Transfer to Eye Parish Council.



3.5 Manor Farm Park

Currently owned and maintained by Peterborough City Council, Manor Farm Park is a large area of open space in the village, and an important village amenity. The amenity has a fenced children's play area with an appropriate selection of play equipment. Additionally, the park has a zip wire, skate park, adult exercise equipment, a youth shelter, a green space, nature trail and wildlife pond. The park is the site of the village beacon which is used on national occasions. The park is well managed and in July 2025 gained the Green Flag Award for the twelfth consecutive year.





3.6 The Leeds Hall

The Leeds Hall is located on the High Street in the centre of the village and is owned and maintained by Eye Parish Council. It is named in memory of a prominent local family. The premises are available for private hire and hosts a number of regular groups. The building also houses the Parish Council office and is the venue for Council Meetings.



3.7 Youth Centre

Housed in part of a former school building, shared with the library, that was gifted to the council for use as a youth centre, the centre provides youth space for Rainbows, Brownies, Guides, and Junior Youth Club (with a regular attendance of around 60 children) and is therefore in use most evenings of the week. It is the aim of the village to follow government guidelines and extend youth provision up to 18 years of age when funding is made available. The building has been in use as a youth centre for over 60 years.

3.8 Library

Housed in one half of the school building adjacent to the youth centre, the library has seen a reduction over the years in the amount of time it is staffed. However, access can still be gained outside staffed times with an electronic library card. The staff organise various events at the library to encourage children to enjoy books and reading. The library and youth centre demonstrate how a historic building can be repurposed without degrading its historic value and retain it as a useful village asset.



3.9 Recreation ground

The recreation ground, a mainly grassed area of nearly 6 acres, was gifted to the parish for the use of parishoners and the Parish Council have made an application to register it with the Land Registry. The recreation ground has a single storey building, providing a meeting room, changing rooms, showers and toilets. There are also car parking facilities. The large, grassed field is used on a regular basis by Eye Running Club, and the Eye Juniors Football Team for both training and match purposes. The area is used daily by many residents to exercise their dogs.

The recreation ground is covered by a covenant which states that it must be kept “as an open space and recreation ground for the benefit of the inhabitants of the Parish of Eye and the neighbourhood thereof forever.”

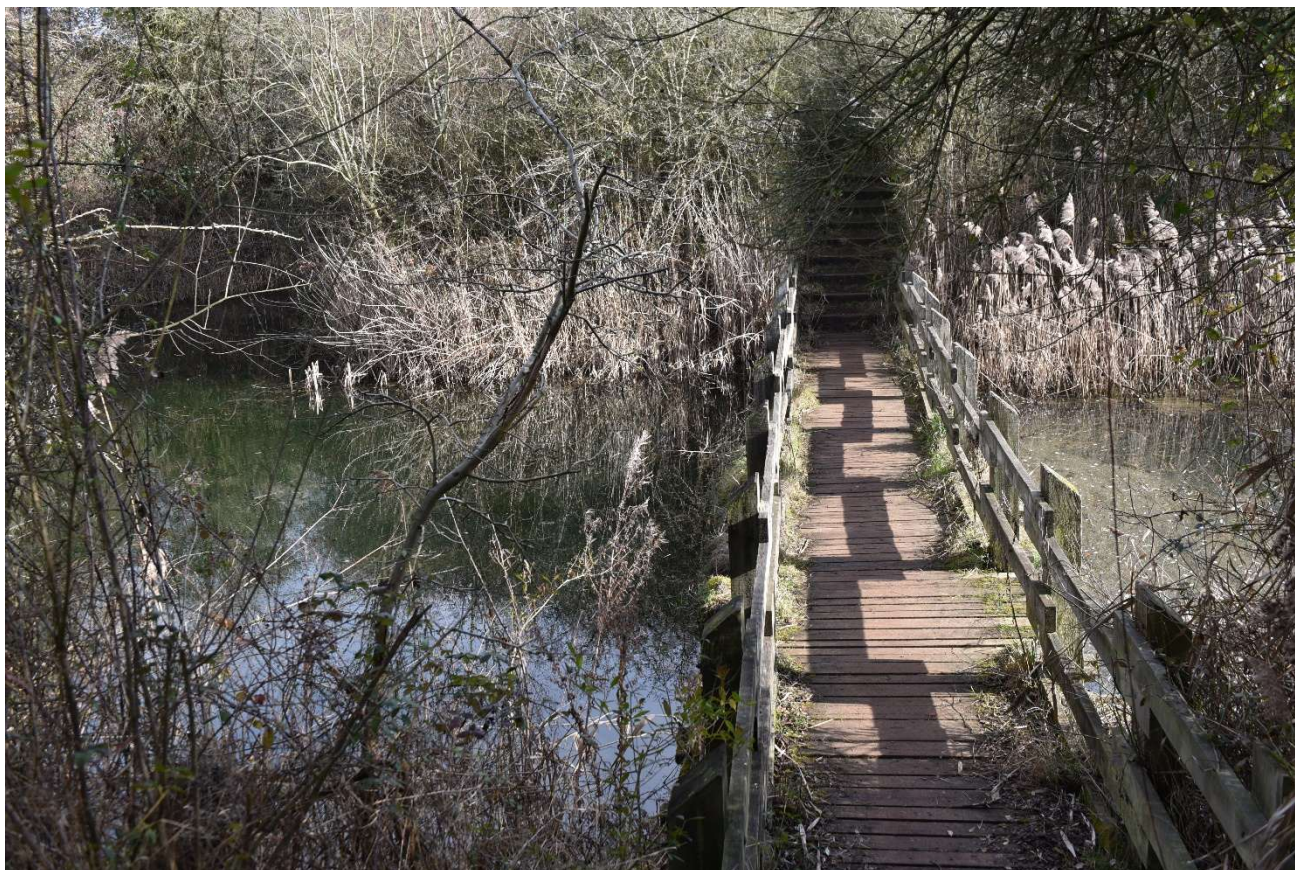
3.10 Eye Green Local Nature Reserve

Eye Green Local Nature Reserve lies to north of the A47 and is managed and maintained on behalf of Peterborough City Council by Froglife. The reserve is owned by Peterborough City Council, but much of the flora and fauna maintenance is sub-contracted to a third party. Much work has taken place to improve access to all areas and to clear overgrown paths and ponds.

The reserve was formerly the site of the Northam Brickworks and was declared a Local Nature Reserve in 1996. The 25-acre site includes a 15-acre lake, areas of woodland, finger lakes and reed beds. The main lake has several fishing platforms suitable for disabled anglers (a fishing permit is required). There are resident swans, geese, other waterfowl and otters. The lake is also a stopping off point for many migratory geese. There are also areas of grassland which are an array of colour in the spring and summer supporting many wildlife flowers including

violets and pyramidal orchid. It is designated a Site of Special Scientific Interest due to March gravel deposits in the northern boundary.





3.11 Play Areas

There are a number of play areas around the village, some provided by Peterborough City Council but others, such as Bath Road and Millport Drive, provided by housing developers to fulfil planning conditions. Annual safety inspections of council-managed areas are undertaken by Peterborough City Council.

3.12 Allotments

The Parish Council currently manage 28 allotment plots on the one-hectare Green Road site. Some plots have been divided into two where people have requested a smaller plot. Only residents who live in the parish of Eye may apply for a plot and as of December 2024 there is a small waiting list.



3.13 Dogsthorpe Star Pit Nature Reserve

This 37-acre site on former clay pits is now a wildlife haven managed by the Bedfordshire, Cambridgeshire and Northamptonshire Wildlife Trust. It is designated a Site of Special Scientific Interest. This place is special due to its rich biodiversity, featuring a wide variety of water beetles, dragonflies, damselflies, birds, and flowering plants, all

thriving in diverse habitats such as shallow pools, reedbeds, and grassland banks. It is pumped to a low water level to ensure the extremely rare invertebrates survive, which gives it its Site of Special Scientific Interest status.

3.14 Public and sustainable transport

As of March 2025, the village is served by two Stagecoach bus routes: the number 4 and number 37. These link the village to the city centre, the hospital, and the neighbouring village of Thorney (route 4), and the city centre and Spalding (route 37).

A cycle path links Eye to Peterborough city centre, but the first section of the route takes riders along the pavement beside the A1139. As identified in section 2.1, this road is used by HGVs and is regularly subject to congestion, so there is concern among some residents about the safety of that route.

4. KEY ISSUES IDENTIFIED

4.1 Medical facilities

4.1.1 GP Practice

There is significant concern in the community that the practice has not expanded sufficiently to meet the needs of the population. Quality of care is important to all residents of the parish for their health and wellbeing. Many residents expressed their concerns, both in the questionnaire and at public events, regarding the inability to access GP surgeries in a timely manner, both now and in the future when the population of the area increases further. As of June 2025, there were 5018 patients registered at the Eye surgery.

4.1.2 Defibrillators

There are six defibrillators in the village: at The Leeds Hall, Lindisfarne Road Recreation Ground, Manor Farm Community Centre, the primary school, Woolfellhill Road, and The Marigold Tavern. The latter two are in the Eye Green part of the parish.

4.1.3 Dental practice

The Dental Practice is also coping with increasing numbers. An extension was completed in 2024, and further expansion is planned. An additional dentist has been recruited to the practice.

4.2 Education and youth amenities

4.2.1 Eye primary school

The school is too small for the village population and therefore restricts entry to two forms although the need is for at least three. At the start of the 2024.2025 school year, the number of pupils exceeds the agreed capacity. The housing estate, which was approved in 2024 and is situated adjacent to the school, will create 265 more houses.

4.2.2 Lack of secondary school provision

There is no secondary school in the village. The designated secondary school is Arthur Mellows Village College (AMVC) at Glinton. The Local Authority provides a fleet of buses for Eye pupils involving a journey of over six miles in each direction. However, there is concern about the future availability of places at AMVC for Eye children. A 'new settlement' of 1055 dwellings proposed in the draft Peterborough Local Plan for Deeping Gate would fall within the AMVC catchment area and, if approved, is expected to create a not insignificant demand on school places. The other secondary school that village children attend, Manor Drive, is approximately three miles from Eye but there are no safe walking or cycling routes to get there.

4.2.3 Youth Centre and Library

The future of the Youth Centre and the Library is uncertain. Peterborough City Council are currently (Autumn 2024) undertaking a review to determine whether to retain and maintain the building, transfer, or sell it. The level of concern within the community is evidenced by a robust protest and a village-wide petition in support of its

retention. The petition had 1,517 verified signatures to retain the youth centre and library, and to restart a senior youth club. There is no other suitable provision for youth activities elsewhere on the parish.

4.3 Environmental Issues

Although the sustainability of recent and approved housing developments in the parish was assessed by the Planning Authority at the time of their submission, the planning conditions imposed cannot mitigate the increase in carbon emissions caused by additional vehicle movement and the energy consumed in managing the additional waste and sewage. The challenge for all communities in reducing carbon emissions is to provide easily accessible essential services and amenities in the locality.

It is the cumulative effect of these environmental changes that will be significant in the future and will need to be addressed if Peterborough City Council is to meet its aim to be a net-zero carbon city by 2030. The increases in emissions will impact, not only the parish but also on the city of Peterborough because more of Eye's residents will be travelling to and working in the city.

5. VISIONS AND OBJECTIVES

This Neighbourhood Development Plan has been written by the people of the Parish of Eye. It reflects the value they attribute to the heritage, character, and sense of community of their village.

Our vision is that the Eye community will protect its unique characteristics and conservation area whilst innovating and adapting to improve the future, reflecting the past, and embracing the present while facing the future together.

This plan recognises that the villages of Eye and Eye Green do not exist in isolation and are dependent on some services and facilities located in the greater Peterborough area. However, this plan also recognises the importance of traditional local services for the community. The policies set out a clear local strategy to achieve the following objectives:

- Support and strengthen local services and amenities to serve a growing settlement.
- Encourage development of high quality socially and environmentally conscious housing that meets the needs of the community, respects the character of the area, and does not adversely impact existing infrastructure.
- Protect the conservation area and historic sites and buildings of the village.
- Protect and enrich our green spaces, biodiversity and the natural environment that surrounds us. The village aspires to remain as such, surrounded by countryside and distinct from the city of Peterborough; the plan supports this aspiration.
- Rebalance road use, limiting the adverse impact of motor vehicles by improving provision for off-street parking and improving facilities for alternative forms of transport.
- Support increased economic activity appropriate to the character of the parish.
- Reduce carbon emissions through good design of buildings, the upgrading of and modification to existing community buildings, the creation of woodland areas, and the overall connectivity of housing and services.
- Through defining high standards of design and planning, to enhance the safety, health, and wellbeing of everyone who lives or works in the parish.

This plan's policies conform to the following Peterborough Local Plan (2016-2036) and National Planning Policy Framework (December 2024) policies:

POLICY		NPPF and Local Plan policies and references
HS1	Infrastructure	LP14, LP15 & LP22 of the Peterborough Local Plan
HS2	Affordable housing	<p>NPPF Para 64 - Where a need for affordable housing is identified, planning policies should specify the type of affordable housing required (including the minimum proportion of Social/ Rent homes required), and expect it to be met on-site unless off-site provision or an appropriate financial contribution in lieu can be robustly justified; and the agreed approach contributes to the objective of creating mixed and balanced communities. Provision of affordable housing should not be sought for residential developments that are not major developments, other than in designated rural areas (where policies may set out a lower threshold of 5 units or fewer).</p> <p>Policy LP8 (Section 6.3) of the Peterborough Local Plan</p>
HS4	Off-street parking	<p>NPPF Para 113 - In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe, and secure, alongside measures to promote accessibility for pedestrians and cyclists.</p> <p>Policy LP13 (Section 6.8.8) of the Peterborough Local Plan</p>
HS5	Wheelie bin areas	Policy LP17 of the Peterborough Local Plan
LE1	Use Class E Development	LP11 (Part E) of the Peterborough Local Plan
TR1	Sustainable transport	NPPF Section 89 - Planning policies and decisions should recognise that sites to meet local business and community needs in rural areas may have to be found adjacent to or beyond existing settlements, and in locations that are not well served by public transport. In these circumstances it will be important to ensure that development is sensitive to its surroundings, does not have an unacceptable impact on local roads and exploits any opportunities to make a location more sustainable (for example by improving the scope for access on foot, by cycling or by public transport).
TR3	Cycle storage	NPPF Para 111 (d) - Planning policies should provide for attractive and well- designed walking and cycling networks with supporting facilities such as secure cycle parking (drawing on Local Cycling and Walking Infrastructure Plans).
TR4	Access for pedestrians, cyclists, and non-motorised transport	LP13 of the Peterborough Local Plan NPPF Para 111 (d) - Planning policies should provide for attractive and well- designed walking and cycling networks with supporting facilities such as secure cycle parking (drawing on Local Cycling and Walking Infrastructure Plans).

POLICY		NPPF and Local Plan policies and references
TR5	EV charging points	<p>Policy LP13 (Section 6.8.8) of the Peterborough Local Plan</p> <p>The following regulations apply: HM Government – The Building Regulations 2010 (Building Act 1984) Sections 1 to 6 - Regulation 44D Standard BS EN 61851 for design and installation Standard BS EN IEC 61851-1 for dedicated circuit Standard BS 7671 Electrical Safety Standard.</p>
HW1	Cycleway and footpath connectivity	<p>NPPF Para 96 – Planning policies and decisions should aim to achieve healthy, inclusive, and safe places which:</p> <ul style="list-style-type: none"> • promote social interaction, including opportunities for meetings between people who might not otherwise come into contact with each other – for example through mixed-use developments, strong neighbourhood centres, street layouts that allow for easy pedestrian and cycle connections within and between neighbourhoods, and active street frontages. • are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion – for example through the use of well-designed, clear and legible pedestrian and cycle routes, and high-quality public space, which encourage the active and continual use of public areas. <p>Policy LP13 (Section 6.8.8) of the Peterborough Local Plan</p>
HW2	Provision and location of LEAPS and public open spaces	<p>NPPF Para 103 – Planning policies should be based on robust and up-to-date assessments of the need for open space, sport, and recreation facilities (including quantitative or qualitative deficits or surpluses) and opportunities for new provision. Information gained from the assessments should be used to determine what open space, sport and recreational provision is needed, which plans should then seek to accommodate.</p> <p>Policy LP 21 of the Peterborough Local Plan</p> <p>The following British Standards are applicable for playgrounds and related sports and recreation facilities: BS EN 1176 (a series of standards published between 2017 and 2023), BS EN 14974:2019 for skateparks, BS EN 15312:2015 for free-access multi-sports equipment (MUGAs), BS EN 16630:2015 for outdoor fitness equipment.</p>
VC1	Protection of community assets	LP30 of the Peterborough Local Plan

POLICY		NPPF and Local Plan policies and references
VC2	Protection of Conservation Area and historic buildings	<p>LP19 of the Peterborough Local Plan</p> <p>NPPF Para 203 - Plans should set out a positive strategy for the conservation and enjoyment of the historic environment, including heritage assets most at risk through neglect, decay, or other threats. This strategy should consider:</p> <ul style="list-style-type: none"> the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation, the wider social, cultural, economic, and environmental benefits that conservation of the historic environment can bring. the desirability of new development making a positive contribution to local character and distinctiveness; and opportunities to draw on the contribution made by the historic environment to the character of a place.
VC3	Building scale	<p>LP2 of the Peterborough Local Plan</p> <p>NPPF Para 203</p>
EN1	Landscape and natural features	<p>NPPF Para 142/143: Planning policies and decisions should contribute to and enhance the natural and local environment by:</p> <p>a) protecting and enhancing valued landscapes, sites of biodiversity or geological value and soils (in a manner commensurate with their statutory status or identified quality in the development plan).</p>
EN2	Minimising noise and other pollution	<p>NPPF Para 187 (a):</p> <p>Preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability. Development should, wherever possible, help to improve local environmental conditions such as air and water quality.'</p>
EN3	Preservation and restoration of key local habitats	NPPF Para 192

POLICY		NPPF and Local Plan policies and references
EN4	Green wedge protection	<p>LP26 of the Peterborough Local Plan</p> <p>NPPF Paras 142/143:</p> <p>142 - The Government attaches great importance to Green Belts. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence.</p> <p>143 - Green Belt serves five purposes:</p> <ul style="list-style-type: none"> • to check the unrestricted sprawl of large built-up areas. • to prevent neighbouring towns merging into one another. • to assist in safeguarding the countryside from encroachment. • to preserve the setting and special character of historic towns. • to assist in urban regeneration, by encouraging the recycling of derelict and other urban land. <p>To protect and enhance biodiversity and geodiversity, plans should:</p> <ul style="list-style-type: none"> • identify, map and safeguard components of local wildlife-rich habitats and wider ecological networks, including the hierarchy of international, national and locally designated sites of importance for biodiversity; wildlife corridors and stepping stones that connect them; and areas identified by national and local partnerships for habitat management, enhancement, restoration or creation. • promote the conservation, restoration and enhancement of priority habitats, ecological networks and the protection and recovery of priority species; and identify and pursue opportunities for securing measurable net gains for biodiversity.
EN4	Protection of trees	<p>NPPF Para 187 (b):</p> <p>Planning policies and decisions should contribute to and enhance the natural and local environment by protecting and enhancing valued landscapes, sites of biodiversity or geological value and soils (in a manner commensurate with their statutory status or identified quality in the development plan) and recognising the intrinsic character and beauty of the countryside, and the wider benefits from natural capital and ecosystem services – including the economic and other benefits of the best and most versatile agricultural land, and of trees and woodland.</p>

POLICY		NPPF and Local Plan policies and references
EN5	Reducing carbon footprint	<p>Policy LP29 (Section 6.24) of the Peterborough Local Plan:</p> <ul style="list-style-type: none"> • Preference will be given to developments that incorporate renewable energy sources, such as solar power, to reduce the village's carbon footprint. This includes the installation of solar panels on residential, commercial, and community buildings. • Proposals should include details of the renewable energy technologies to be used and demonstrate how they will contribute to reducing carbon emissions. • Preference will be given to developments that include the planting of new trees to help reduce the carbon footprint. • Developments must use energy-efficient lighting, such as LED lighting, to reduce energy consumption and carbon emissions. This applies to both indoor and outdoor lighting in residential, commercial, and public areas. • Proposals should include details of the lighting technologies to be used and demonstrate how they will contribute to energy efficiency. <p>LP23, LP28, LP29 of the Peterborough Local Plan</p>

6. POLICIES

6.1 Housing

All community engagement undertaken by the steering group has indicated that the greatest concern of residents is that village infrastructure should be upgraded to adequately support any new housing developments, and that that these improvements should be identified and addressed as planning conditions before a development begins.

The Peterborough Local Plan 2016-2036 allocated four development sites for the parish of Eye, namely LP39.1, LP39.2, LP39.3, and LP39.7. LP39.2 and LP39.3 have been completed. The parish council has raised concerns about the number of dwellings planned for LP39.1. The objection related specifically to the scope of the development and potential overdevelopment, not to the location. Planning permission has now been granted, and the parish council has requested that money from the development should be used to fund improvements to and the expansion of the village primary school.

There has been significant opposition from local residents, the parish council, the local ward councillors, and the local Member of Parliament to Site LP39.7 (Tanholt Farm, also the subject of LP40). The primary concern is that the village cannot sustain a development of the scale proposed. 250 dwellings were initially proposed, and this has been increased to 265 dwellings. To provide local services and amenities for those who will reside in this development will require a substantial increase in infrastructure, including, but not limited to, primary school capacity, health facilities, drainage improvements, and vehicle access. These fundamental issues are also addressed in policies relating to transport, health and wellbeing, and the environment.

Ninety-five percent of respondents to surveys indicated strong agreement with the proposal that all new developments should include adequate off-street parking. Vehicle use in the village is already high, and therefore new developments should not add to existing parking challenges. For more than fifty per cent of the respondents, a vehicle is the primary means of transport within the village area.

POLICY HS1 Infrastructure

Developments will only be supported if it can be demonstrated that there is, or will be, sufficient infrastructure capacity to support and meet all the necessary requirements arising from the proposed development.

Development proposals must consider all the infrastructure implications of a scheme; not only those on the site or its immediate vicinity. Conditions or planning obligations, as part of a package or combination of infrastructure delivery measures, are likely to be required for many proposals to ensure that new development meets this principle.

POLICY HS2 Affordable housing

Developments that contain a proportion of affordable housing will be approved on the expectation that the agreed number of affordable homes are delivered, and the number is not reduced during the development process.

POLICY HS3 Accommodation for care workers

Commercial and charitable organisations providing 'extra care' to support older residents in their own homes work more efficiently and effectively when their staff live locally. Business resilience is also improved if care workers need only to travel within the parish rather than undertake car journeys from Peterborough or elsewhere. New residential developments should include housing that meets the needs of lower-paid and single people who work locally in this essential profession and other services.

POLICY HS4 Off-street parking

The site plan for new dwellings should include off-street parking spaces for a minimum of two vehicles, increasing in proportion to the number of bedrooms. Proposals should include a parking plan that demonstrates consideration of the needs of both residents and visitors.

In addition to ensuring connectivity by way of footpaths (as addressed in health and wellbeing policies) new businesses and services should include adequate off-street parking for those with limited mobility or other disabilities.

POLICY HS5 Wheelie bin areas

Plans for housing areas should include suitably screened bin areas of a size capable of accommodating three wheelie bins and located for easy access by waste collection vehicles.

6.2 The local economy

At a time when many local services are being lost from small villages and neighbourhoods it is vital that the local economy is supported and protected. A thriving local economy providing goods, services, advice and facilities contributes to the health and wellbeing of the community and provides a strong basis for bringing up the next generation. These policies are designed to foster new business start-ups which in turn could lessen the risk of the area losing its essential character becoming a 'dormitory town'

POLICY LE1 Use Class E Development

A development in Use Class E (commercial, business and service uses) planning category, whether through the new facilities, conversion or change of use to these uses, or expansion of existing facilities will be supported providing that:

1. It will not have an adverse impact on residential amenity, through noise, dust, or vehicle movements, and will not otherwise compromise the use of neighbouring land.
2. It is of an appropriate design and scale appropriate for the site context and consistent with other neighbourhood plan policies.
3. It will not generate significant additional traffic through Eye or Eye Green that would result in an unacceptable impact on highway safety or severe impacts on the road network.
4. It offers safe and suitable access for workers and customers and provides adequate off-street parking for the scale and use proposed.

POLICY LE2 Facilitating local businesses and start-ups

Planning obligations relating to new developments (residential and commercial) should include funding for the provision of premises and facilities to accommodate new businesses, such as shared desk and office space, access to high-speed broadband and meeting rooms.

The design of either these premises or a community hub should incorporate space designed to accommodate support services including play groups and childminding facilities.

6.3 Transport

This area has a greater proportion of three or four vehicles per household, and a higher proportion of people who travel to work by car or van compared to Peterborough (2021 census). 89% of respondents indicated that a car or van is their main method of getting to/from work/college.

63% of respondents agree or strongly agree that preference should be given to residential and commercial developments that will encourage more people to travel by walking, cycling, or using public transport.

87% of respondents are concerned about speeding in the village. 86% of respondents agree or strongly agree that all new developments should be designed to reduce opportunities for speeding.

POLICY TR1 Sustainable transport

Preference will be given to residential and commercial developments that facilitate and encourage travel by walking, cycling, or using public transport. This includes (as in policies relating to health and wellbeing) the provision of dedicated footways, cycleways, and safe, accessible public transport facilities.

Developments should be designed to integrate seamlessly with existing pedestrian and cycling networks, and provide direct, safe, and convenient routes to key local amenities and public transport hubs.

POLICY TR2 Designs to reduce speeding

Developments should be designed to reduce opportunities for speeding by incorporating traffic calming measures such as speed bumps, chicanes or narrowed roadways. Proposals should include traffic impact assessments that demonstrate clearly how the design proposals will discourage speeding and enhance safety for all road users, particularly pedestrians and cyclists.

POLICY TR3 Cycle storage

Developments must provide safe, accessible on-site storage for cycles, except where it can be demonstrated that there is no need. Proposals should include details of secure, weatherproof, and conveniently located cycle storage facilities.

POLICY TR4 Access for pedestrians, cyclists, and non-motorised transport

Pathways and routes traversing roads in new developments should be designed to be safe and accessible for all users. Proposals should include an access plan to demonstrate how members of these groups will be safely accommodated.

POLICY TR5 EV charging points

EV charging points should be installed in all new homes adjacent to off-street parking areas. Where possible, these should allow for the simultaneous charging of at least two vehicles. This policy is in accordance with NPPF Para 117 - Within this context, applications for development should: be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

6.4 Community health and wellbeing

Health and wellbeing have been key themes running through preparatory consultations and discussions. Quality of care is ranked highly important for all residents of the parish. Many have expressed concerns, in questionnaires and at public events, regarding the waiting time for an appointment at a GP surgery. As the population of the area increases, it is widely felt that the existing provision will not be adequate.

This plan seeks to identify community strategies that will cross over with and combine specific policies that will provide all residents with opportunities to maintain a healthier lifestyle.

Most carbon-neutral strategies have an immediate positive benefit for community health. Walking or cycling to a local service instead of using a vehicle is an obvious example. Similarly, creating new woodland provides an area for exercise and the enjoyment of the countryside as well as, in the longer term, offsetting carbon emissions.

In smaller settlements such as Eye, access to fresh fruit and vegetables can be limited or expensive. This can be addressed by identifying an area where a regular farmers' market or similar event can be held and by the allocation of land adjacent to new developments as additional allotment space operated by a local co-operative, supported by the Parish Council.

POLICY HW1 Cycleway and footpath connectivity

In addition to cycleways and footpaths within new developments, where possible, to improve sustainability and community wellbeing, new developments should include well-lit footpaths and/or cycleways that connect to main village amenities and services.

The design of new residential developments should incorporate wellbeing options which recognise the need for health and safety.

Visibility splays and the elevations of walls should provide wide sightlines, and paths should incorporate tactile paving. Paths should be wide enough to accommodate wheelchairs with no steep gradients or steps.

POLICY HW2 Provision and location of LEAPS and public open spaces

New residential developments should incorporate play areas that are pleasant environments for all, with equipment that provides exercise, physical and mental challenges. Community Infrastructure funding should be used to upgrade existing 'tired' play areas. Consideration should be given to providing adult fitness equipment alongside these areas.

Locally Equipped Areas for Play (LEAPs) and other open spaces within a development should be located with due regard for the safety of users. The considerations should include well-lit access away from main roads but near dwellings, and easy access for emergency vehicles.

POLICY HW3 Access to fresh fruit and vegetables

Consideration should be given to identifying an area where a regular farmers' market or similar event can be held (effectively a new marketplace).

Land adjacent to new residential developments should be identified and laid out as additional allotment space.

Residential and commercial planning applications should incorporate areas where community orchards can be planted.

POLICY HW4 Inclusiveness in design

New buildings accommodating public services, such as community hubs, should be designed with regard to the special needs of members of the community including those with levels of neurodivergence and those in the autistic spectrum.

Examples of good design in this context include accessible toilets, clear, but limited, internal and external signage, spacious entrances and reception areas, and access to quiet areas such as conservatory-type gardens. The aim should be to accommodate the need for personal space as well providing a place to meet and socialize. Feeling safe and feeling connected should be the over-riding design concept.

POLICY HW5 Healthcare provision

Proposals for additional GP surgery premises or a healthcare centre to increase the accessibility of health care for residents will be supported providing that the design and location enable adequate access and parking facilities.

POLICY HW6 Hybrid Community Hub

Proposals for a hybrid 'community hub' to include retail, community facilities, and a medical facility will be supported, subject to additional planning considerations providing that the development will not result in unacceptable traffic movements, noise, fumes, smell, or other disturbance to residential properties; and will include adequate parking provision.

6.5 Village character and community assets

The survey responses showed that existing facilities are used regularly by the community and respondents expressed a desire to ensure that they are protected and enhanced. There has been community action to support the preservation of facilities such as the library and youth centre that are under threat of closure.

73% of respondents indicated that it is very or extremely important that the historical features of the village are protected. 90% of respondents agree or strongly agree that new housing in the village should be limited in number in order to respect the village character.

All new developments must be designed to protect and enhance the existing character of the village. This includes maintaining the scale, mass, height, and form of existing village properties

POLICY VC1 Protection of community assets

Identified community assets such as Manor Farm Park and the Recreation Ground but also including other buildings, open spaces, and facilities valued by the community, must be protected from development that would adversely affect their use or character.

Proposals for development that would result in the loss or significant alteration of a community asset will not be supported unless it can be demonstrated that the asset is no longer needed by the community or that an equivalent or better replacement will be provided.

POLICY VC2 Protection of Conservation Area and historic buildings

Developments must protect and, where possible, enhance the historic sites and buildings of the village including those within the existing conservation area, including the Eye Green Nature Reserve, Dogsthorpe Star Pit, the local green sites identified in Appendix A, and the locally important views identified in Appendix B.

Any development within or adjacent to the conservation area must demonstrate how it will conserve and enhance the area's character and appearance. Proposals should respect the scale, massing, and materials of existing buildings within the conservation area, ensuring that new developments are sympathetic to the historic context.

Accordingly, proposals must include a heritage impact assessment that outlines how the development will affect the conservation area and what measures will be taken to mitigate any negative impacts.

POLICY VC3 Building scale

To maintain the village's traditional scale and appearance, new developments within the village, and particularly within the conservation area, should not exceed 2.5 storeys in height.

POLICY VC4 High Street mixed-use development policy

Given the central location and size of certain plots, their development has the potential to significantly impact the village's character and functionality.

In recognition of the importance of maintaining the vitality and character of the village centre, development proposals for prominent sites along the High Street should incorporate active commercial (retail and/or services) frontages.

Residential uses may be appropriate behind or above these commercial premises, but not directly fronting the street.

This policy supports the continued presence of community-facing businesses in the heart of the village while allowing for mixed-use development that contributes to local housing needs.

6.6 Environment and sustainability

Eighty percent of respondents indicated that key habitats should be protected. Respondents also expressed the need for the neighbourhood plan to maintain and improve present green space and recreational areas including existing mature or important trees and hedgerows.

The village's commitment to reducing its carbon footprint is also reflected in other policies within the plan that encourage sustainable transport options. This includes policies promoting cycle storage, walking, cycling, and the use of public transport.

POLICY EN1 Landscape and natural features

Developments must protect and, where possible, enhance the landscape, natural, and historic features of the area. This includes the nature reserves, wildlife sites, historic footpaths, bridlepaths, the green spaces identified in Appendix A, and the locally important views identified in Appendix B. Proposals that would result in significant harm to these features will not be supported unless it can be demonstrated that there are no alternative sites with less harmful impacts, and adequate mitigation or compensatory measures are proposed.

POLICY EN2 Minimizing noise and other pollution

New developments must incorporate measures to minimize noise, air, and light pollution. This includes the use of appropriate building materials, landscaping, and design techniques to reduce noise levels and prevent pollution from affecting nearby residential areas and natural habitats. Proposals should include a noise impact assessment and demonstrate how noise will be mitigated during both construction and operational phases.

POLICY EN3 Preservation and restoration of key local habitats

Developments should promote the preservation and restoration of key local habitats. This includes protecting existing habitats and creating new ones where possible. Proposals must include a habitat management plan that outlines how key habitats will be preserved, restored, and managed in the long term.

Developments must protect local wildlife by ensuring that their habitats are not adversely affected. This includes avoiding development in areas known to be important for wildlife and implementing measures to mitigate any potential impacts.

Proposals should include a wildlife impact assessment and demonstrate how local wildlife will be protected during both construction and operational phases. Preference will be given to the inclusion of bat boxes and similar items to protect and encourage wildlife.

POLICY EN4 Green wedge protection

The green wedge surrounding the village must be preserved to ensure the village remains surrounded by countryside. Developments that encroach upon this green wedge will not be supported. Any development proposals must include measures to mitigate their impact on the green wedge, ensuring that the countryside setting of the village is maintained.

POLICY EN4 Protection of trees

Existing trees must be protected during the development process. This includes avoiding damage to root systems and ensuring that trees are not unnecessarily removed. Accordingly, proposals should include a tree survey and arboricultural impact assessment, detailing how trees will be protected and managed during and after construction.

POLICY EN5 Reducing carbon footprint

With the aim of achieving carbon neutrality, new housing developments should include an area of native woodland in addition to individual trees set on verges for the purposes of design. The woodland should be

established at a distance from the nearest dwellings to allow trees to reach maturity and to minimise maintenance.

7. MONITORING REVIEW

As part of the ongoing monitoring and review process, the evidence base underpinning this Neighbourhood Plan has been reassessed to confirm its continued relevance and accuracy. This review process helps maintain the integrity of the Plan and supports informed decision-making by the Parish Council and local planning authorities. It also ensures that the policies within the Plan continue to reflect the aspirations and needs of the community, based on robust and up-to-date evidence.

8. REFERENCES

8.1 Texts and documents consulted

National Planning Policy Framework, UK Government, Department for Levelling Up, Housing & Communities, (DLUHC). 12 December 2024.

The Peterborough Local Plan. Peterborough City Council (adopted on 24 July 2019).

The Town and County Planning Act.

UK Government Policy paper, Carbon reduction plan (updated 1 November 2024)

The Localism Act 2011

ACRE

Cambridgeshire and Peterborough Insight (Healthy Places Joint Strategic Needs Assessment)

8.2 Acknowledgements

The members and staff of Eye Parish Council

The members of the Steering Committee

Local Council Consultancy

Maria Salemme BSc, MSc, Strategic Planning Officer, Place and Economy, Peterborough City Council

Locality

The people of Eye

Appendix A: Designated green spaces

The following locations have been designated as Local Green Spaces having been assessed as meeting the criteria in NPPF (paras 106 and 107).

Name of Local Green Space	Lindisfarne Road Recreation Ground
Proximity to the community	This almost 6-acre site lies on the southern edge of the village outside the village envelope with residential streets on its northern boundary. It consists mainly of a grassed field but also has a single storey building, providing a meeting room, changing rooms, showers and toilets. There are car parking facilities.
Demonstrably special to the community	The recreation ground was gifted to the parish by a former resident with the proviso that it provides an open space for the use of all village residents. The Parish Council have made an application to register it with the land registry. In the village survey, this green space was named by residents as one that they want protecting.
Other characteristics	Although often referred to locally as the 'football field' and having goalposts in place, it is not reserved specifically for that purpose. It is used daily by residents for exercise and dog-walking, and is used by local running and football clubs. It has been the location of a village festival in previous years and is the proposed site for the village festival from 2025 onwards.

Name of Local Green Space	Manor Farm Park
Proximity to the community	This three-acre park is located in the centre of the village behind the Manor Farm Community Centre. It consists of a large, grassed field, native woodland, a wildflower meadow, ponds, playground, picnic area, exercise equipment, and skate park.
Demonstrably special to the community	The park is used daily by many within the community and from all age groups. It's managed by a dedicated group of volunteers. In the village survey, this green space was named by residents as one that they want protecting.
Other characteristics	Some of the oldest trees in the park are over 100 years old and to complement them the re-planted hedgerow and newly planted woodland added over 2000 native trees and plants. Over 9000 bulbs were added to the site in 2010/11 for spring colour. In 2024 it was recognised with a Green Flag Award for the twelfth consecutive year.

Name of Local Green Space	Play area on Little Close
Proximity to the community	This playing field and play area is in the middle of a residential area in the southern part of the village. It is within easy access of large number of houses and the primary school.
Demonstrably special to the community	It provides space for playing games and exercising dogs and is used regularly by the community. It was named by residents as an area of the village that should be protected.
Other characteristics	The play equipment is maintained by Peterborough City Council.

Name of Local Green Space	The Meadows at the rear of the Bath Road estate
Proximity to the community	This space lies to the east of the Manor Farm Park and to the north of the Bath Road development, bordering the A47.

Name of Local Green Space	The Meadows at the rear of the Bath Road estate
Demonstrably special to the community	This area was developed as part of the Bath Road development in the 2010s. It features mature trees and newer ones planted at the time of development. It also has two ancient ponds with great crested newts and an enclosed play area. It is used regularly by all age groups for walking, jogging, playing, and exercising dogs. It was named by residents as an area of the village that should be protected and is available to all residents of Eye to use
Other characteristics	The area is maintained by the Bath Road management organisation.

Name of Local Green Space	Chancery Lane play area
Proximity to the community	This space lies in the western part of the village off Chancery Lane.
Demonstrably special to the community	Although only small, it is used as a play area and for dog walking.

Name of Local Green Space	Millport Drive play area
Proximity to the community	This space lies in the centre of the Millport Drive development, between Thorney Road and the A47.
Demonstrably special to the community	This is a relatively new area as it was created as part of the Millport Drive development in the late 2010s. Nevertheless, it provides an open green space that is used for playing and exercising dogs, as well as an enclosed play area.
Other characteristics	The area is maintained by the Millport Drive management organisation.

Name of Local Green Space	Sandleford Drive play area
Proximity to the community	This space lies in the centre of the Sandleford Drive development.
Demonstrably special to the community	This is a relatively new area as it was created as part of the Sandleford Drive development in the late 2010s. Nevertheless, it provides an open green space that is used for playing and exercising dogs, as well as an enclosed play area.
Other characteristics	The area is maintained by the Sandleford Drive management organisation.

Name of Local Green Space	Northam Close play area
Proximity to the community	This space lies towards the northern end of the parish, on Northam Close in Eye Green.
Demonstrably special to the community	Due to its location in Eye Green, it is an important space for residents at that end of the parish as there are no other green spaces and play areas around there.
Other characteristics	The play equipment is maintained by the Peterborough City Council.

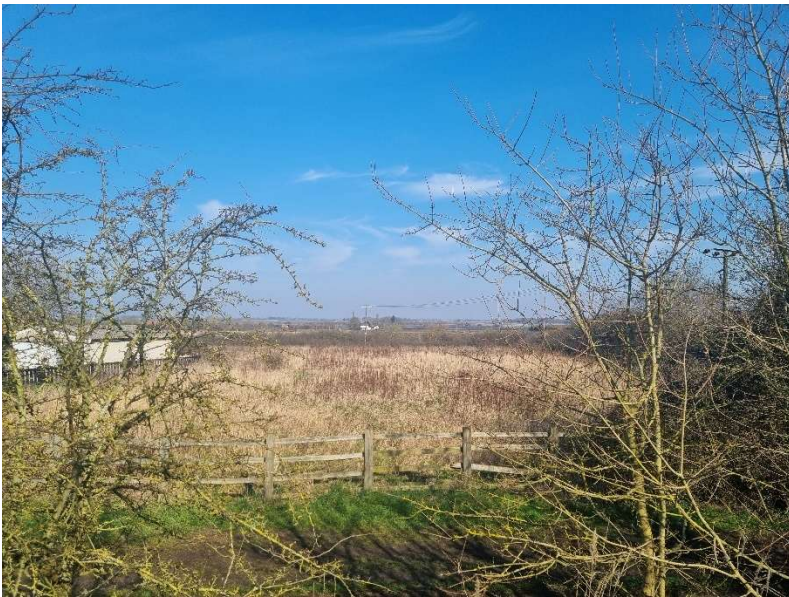
Appendix B: Locally important views

The following views are considered to be important to the village.

The view of the church from the High Street, taking in the end of the conservation area:



The view northeastwards over open farmland from Hodney Road.





The view south over the recreation ground and open countryside.





The view across the green wedge towards Grade 2+ listed Oxney Grange and Barn.



The view showing the current boundary of the green wedge west of Eye

