



Eye Neighbourhood Plan



Your village - Your say

2026-2036

February 2026

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	8
1.4.1 The Eye neighbourhood area.....	8
1.4.2 The Peterborough Local Plan	9
1.4.3 Basic Conditions Statement	9
1.4.4 Development of the plan	9
2. INTRODUCING EYE AND EYE GREEN	11
2.1 Geographical environment.....	11
2.2 Environmental impacts.....	14
2.3 Population	15
2.4 Conservation area	16
2.5 History and heritage	17
2.6 Places of historic significance	18
2.7 Current developments adjacent to the village.....	23
3. SERVICES, BUSINESSES AND AMENITIES.....	24
3.1 Introduction.....	24
3.2 Primary school.....	24
3.3 St Matthew’s Parish Church	25
3.4 Cemetery	26
3.5 Manor Farm Community Centre	26
3.6 Manor Farm Park.....	27
3.7 The Leeds Hall.....	28
3.8 Youth centre	28
3.9 Library.....	28
3.10 Recreation ground.....	29
3.11 Eye Green Local Nature Reserve	29
3.12 Play areas.....	30
3.13 Allotments	30
3.14 Dogsthorpe Star Pit Nature Reserve.....	31
3.15 Public and sustainable transport.....	31
4. KEY ISSUES IDENTIFIED	32

4.1 Medical facilities	32
4.1.1 GP Practice	32
4.1.2 Dental practice	32
4.2 Education and youth amenities	32
4.2.1 Eye primary school.....	32
4.2.2 Lack of secondary school provision	32
4.2.3 Youth centre and library	32
4.3 Environmental issues.....	32
5. VISIONS AND OBJECTIVES.....	34
6. THE POLICIES.....	35
6.1 Housing	35
6.2 Supporting a strong local economy.....	38
6.3 Transport.....	41
6.4 Community health and wellbeing	43
6.5 Village character & community assets	49
6.6 Environment & sustainability	51
7. MONITORING REVIEW	55
8. ACKNOWLEDGMENTS.....	55
9. REFERENCES.....	55
10. APPENDICES	57
Appendix A : Designated green spaces	57
Appendix B : Locally-important views.....	61

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 through the Localism Act 2011 to give local communities a stronger role in shaping the future of their area. They allow residents to influence how land and buildings are used and developed, ensuring that growth reflects local priorities and character.

By preparing a Neighbourhood Plan, communities can influence where new development should take place and what it should look like. Once adopted (or 'made'), the plan becomes part of the statutory Development Plan for the area. This means that local planning authorities must consider its policies when deciding planning applications unless other significant factors require a different approach.

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 73:

Small- and medium-sized sites can make an important contribution to meeting the housing requirement of an area, are essential for Small and Medium Enterprise housebuilders to deliver new homes, and are often built-out relatively quickly. To promote the development of a good mix of sites local planning authorities should:

Para 73a:

Identify, through the development plan and brownfield registers, land to accommodate at least 10% of their housing requirement on sites no larger than one hectare; unless it can be shown, through the preparation of relevant plan policies, that there are strong reasons why this 10% target cannot be achieved

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.

DEFINITION OF GENERAL CONFORMITY

The term “general conformity” is one of the basic conditions for a Neighbourhood Plan as set out in the Planning and Compulsory Purchase Act 2004, the Town and Country Planning Act 1990, and associated regulations.

Historically, Section 46 of the Town and Country Planning Act 1990 originally required local plans to be “in general conformity” with structure plans, these being broader Government-level regional plans which were replaced in the Planning and Compulsory Purchase Act 2004 by Local Plans.

The principle now applies to Neighbourhood Plans which must align with the strategic policies of Local Plans, these now being the main statutory development instrument, supported by national policy and sometimes supplementary documents. The National Planning Policy Framework (NPPF) and Planning Practice Guidance (PPG) reinforce this requirement.

There is no single statutory definition of “general conformity”. However, guidance makes clear that it does not mean absolute conformity. Neighbourhood Plans can include additional or more detailed policies, provided they do not undermine the strategic intent of the Local Plan.

The key test is whether the Neighbourhood Plan’s policies are compatible with the fundamental principles and objectives of the Local Plan’s strategic policies. This assessment applies to the plan as a whole, not to every individual detail.

Neighbourhood Plans cannot block or undermine strategic growth set out in the Local Plan, such as housing numbers or major infrastructure, but they can shape non-strategic matters, including design, layout, and local infrastructure.

For example, the NPPF allows local authorities to set parking standards based on accessibility, car ownership, and sustainable transport. Neighbourhood Plans can influence these standards locally through bespoke policies. Many planning authorities accept that Neighbourhood Plans are a legitimate tool for tailoring parking provision to local needs.

Where a Neighbourhood Plan policy goes beyond the Local Plan’s requirements, it must be supported by robust local evidence. Overly restrictive policies such as excessive parking requirements may be deemed unsound if they conflict with sustainable transport objectives in the NPPF or create viability issues that make development unfeasible.

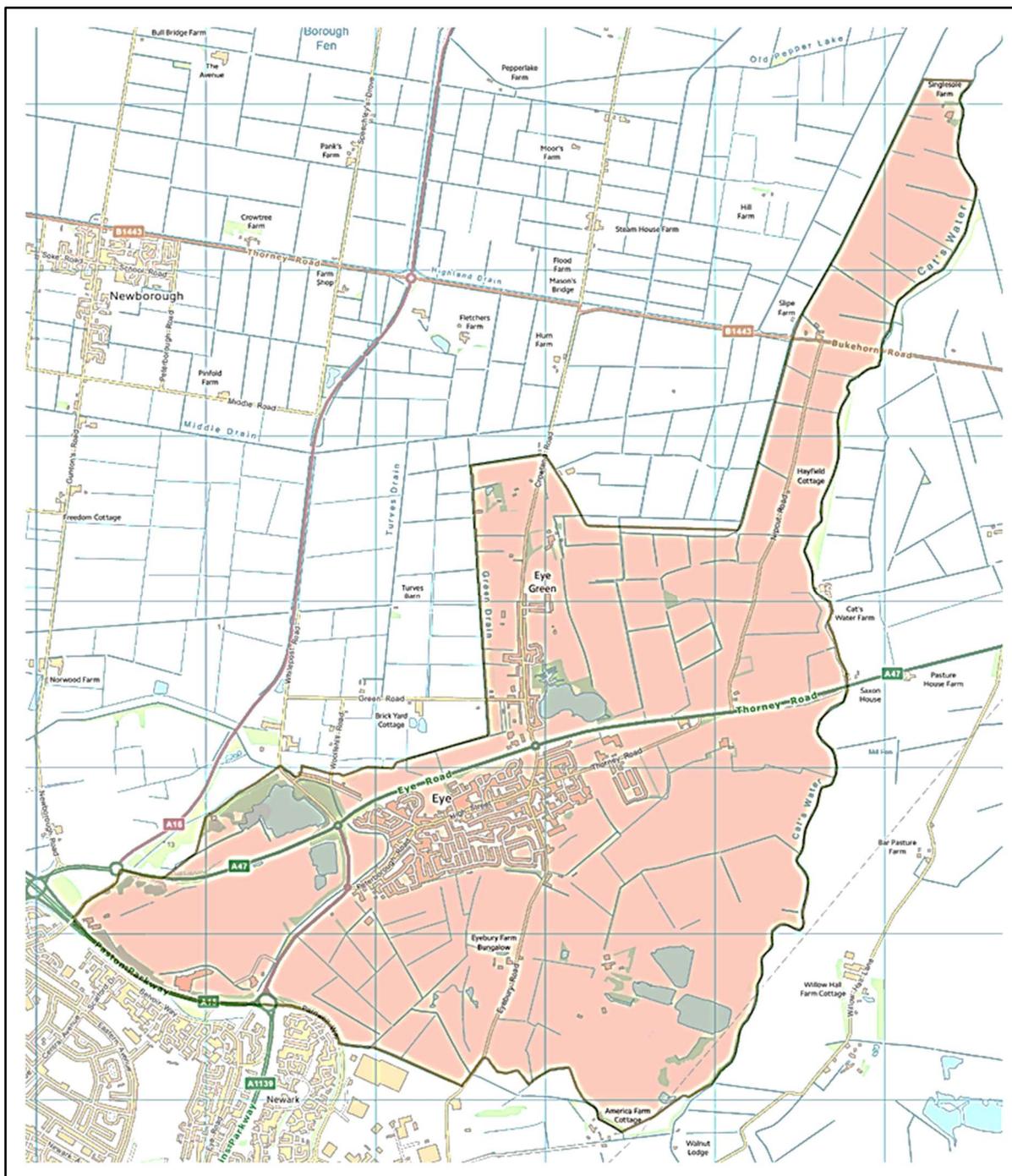
Since structure plans were abolished in England by the Planning and Compulsory Purchase Act 2004, today’s system uses Local Plans as the main statutory development plan, supported by national policy and sometimes supplementary documents. However, the distinction remains relevant historically and in some jurisdictions.

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 30th 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 prepared before, after, or, as in this case, alongside a Local Plan. However, they must remain in general conformity with the strategic policies of the adopted Local Plan. In planning terms, “general conformity” means that the policies in the Neighbourhood Plan support the overall principles and objectives of the Local Plan.

Peterborough City Council’s current Local Plan was adopted in 2019. The Council initially aimed to publish a draft of a new plan by Autumn 2024. However, in July 2024, the Government consulted on changes to the National Planning Policy Framework (NPPF), and a revised version was published on 12th December that year.

Following this, the draft Peterborough Local Plan for 2024–2044 was published in April 2025, with public consultation running until 29 May 2025. Under the current timetable, the draft plan is expected to be submitted to the Secretary of State in March 2026 and adopted in December 2026.

Once adopted, the Local Plan will form part of Peterborough’s statutory Development Plan. Planning applications must then be determined in accordance with its policies, as required by Section 38(6) of the Planning and Compulsory Purchase Act 2004:

“Decisions must be made in accordance with the Development 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 developed through a collaborative process led by local residents. It reflects the views and priorities of the community, shaped through a series of events and consultations involving residents, stakeholders, statutory bodies, and landowners.

Eye Parish Council, as the qualifying body, established a dedicated working group to oversee the plan’s development. This group included village residents and Parish Councillors, whose role was to guide the process and make recommendations on the plan’s content. Acting as facilitators, the working group enabled local people, businesses, and community organisations to identify key issues and help create policies that address local needs and aspirations.

Throughout this process, the working group ensured that requirements were understood and validated at each stage, ultimately producing the final plan. The table below summarises the community consultation events that informed the Eye community survey—the foundation on which this plan is built:

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.

Event	Date	Description
Initial survey	January 2023	<p>A simple Google form survey asking residents five questions:</p> <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. <p>The link to the form was shared via the village Facebook group.</p>
Summer fair	6 th July 2024	Members of the steering group attended to hand out leaflets and surveys and to talk to local residents.
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 Facebook group and <i>Eyescan</i> , the quarterly village magazine.
Pre-Regulation 14 consultation	May to 20 th July 2025	An online version of the plan was made available on the parish website and promoted on social media via the Eye Neighbourhood Plan and Eye Community Facebook pages. Printed copies were made available the community centres, church, library, and café. Residents were invited to feedback their comments.
Summer fair	12 th July 2025	As part of the pre-Regulation 14 consultation, 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 predominantly 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.



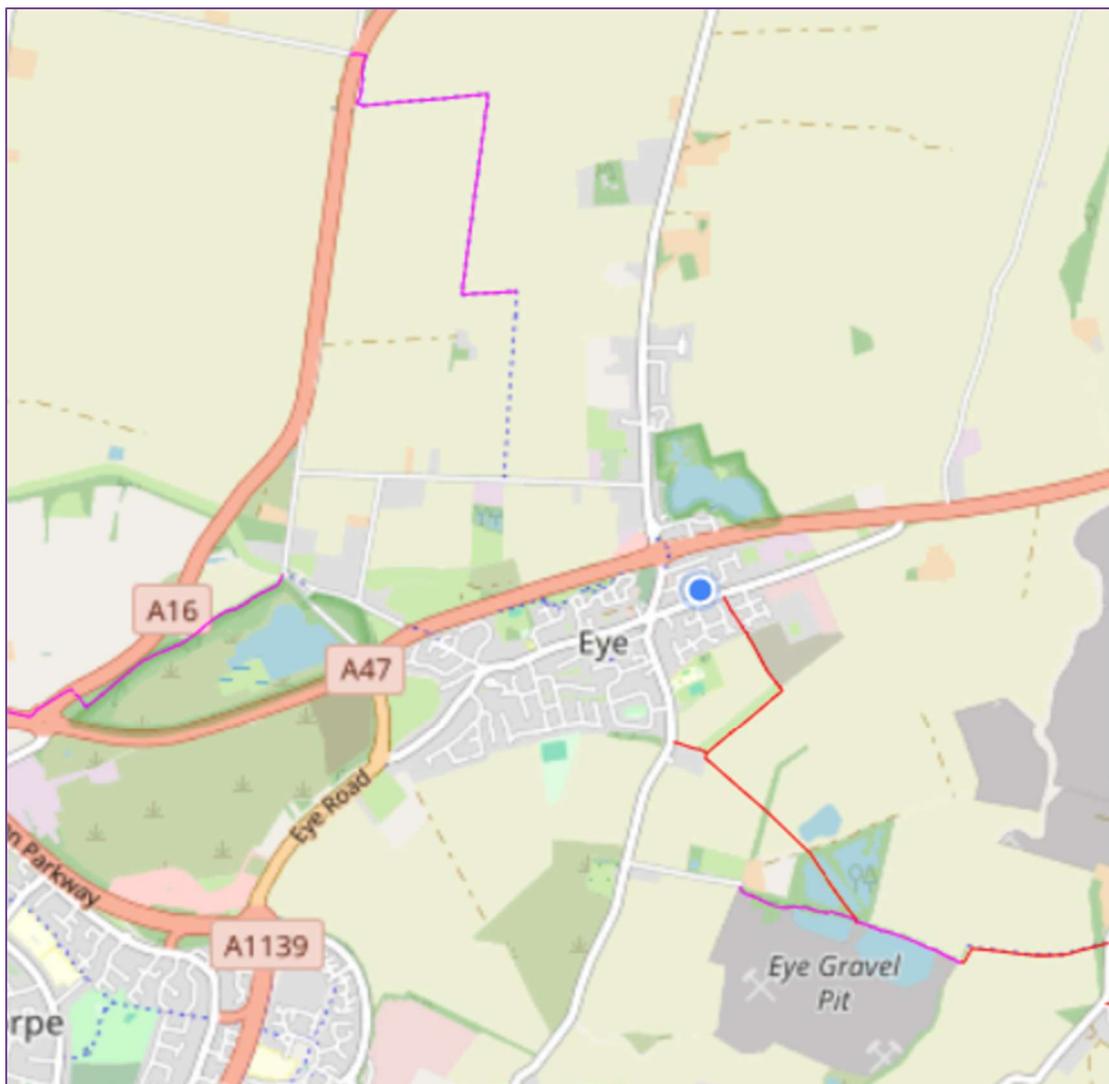
A1139 traffic density

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.

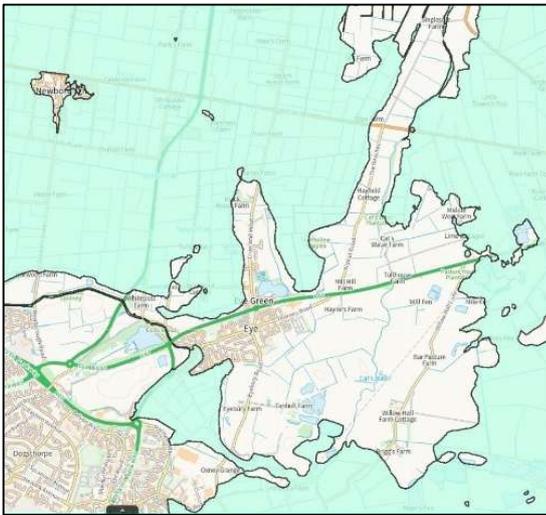


The geographical location of the villages of Eye and Eye Green

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 extracted from the Peterborough City Council Interactive Mapping Service.

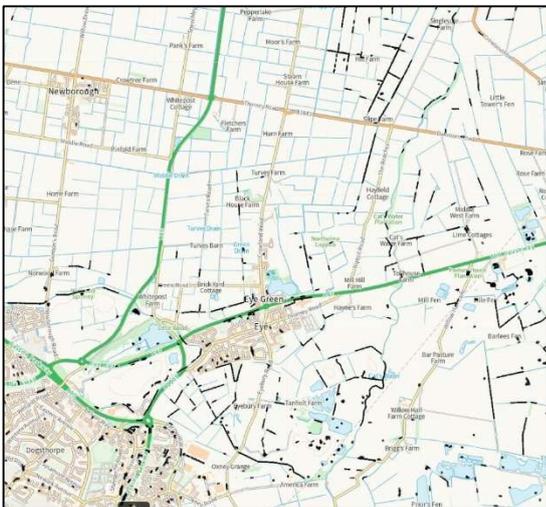
Eye flood zones 2



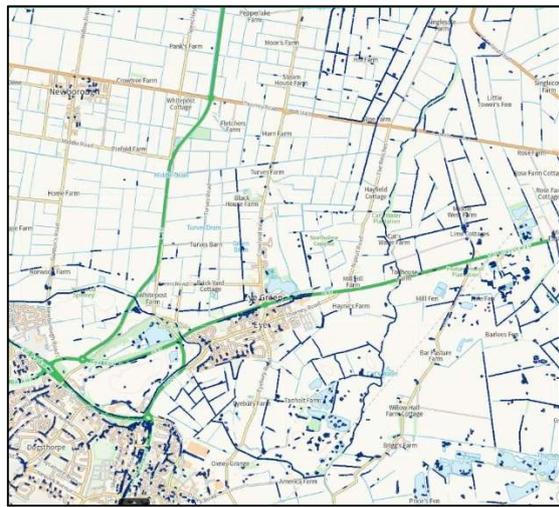
Eye flood zones 3



Eye flood map surface water 1 in 30 years



Eye flood map surface water 1 in 100 years





The villages of Eye and Eye Green

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 (revised December 2024).

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.

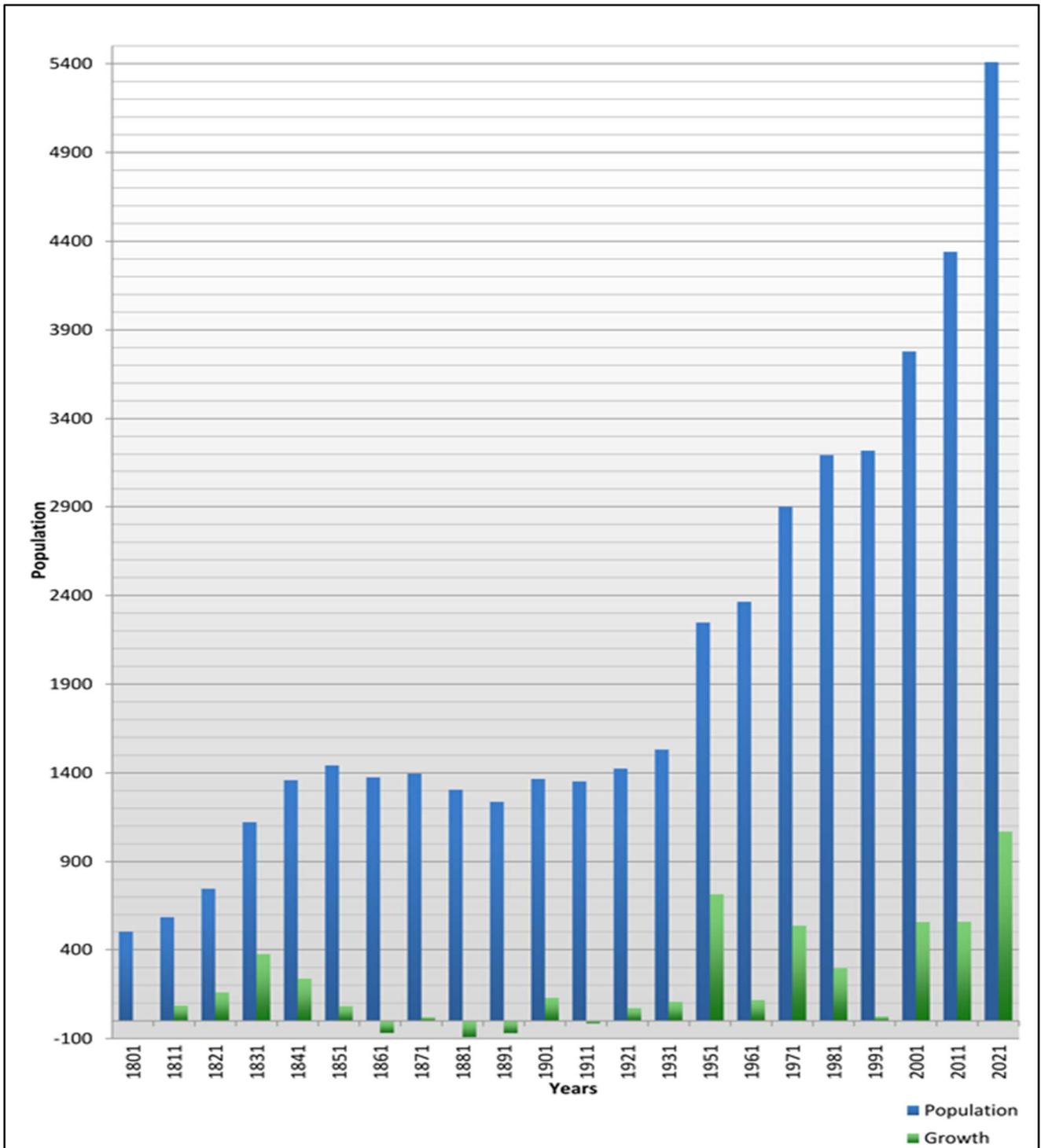
While Eye and Eye Green do not contain designated conservation sites, their proximity to internationally and nationally protected areas, especially the Nene Washes SPA and Ramsar site, requires careful environmental consideration. Consequently, the policies in this plan have been tested to ensure that 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 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 primarily a residential area but includes several shops and commercial premises along High Street, a public house, and the Parish Church of St Matthew. The boundaries are defined as follows: the rear of the High Street buildings 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.

Eye was also known for brickmaking, alongside villages such as Fletton, Yaxley, and Stanground. A brick pit operated locally, and Northholme on Crowland Road housed the brickworks' social club, now a nature reserve.

In February 2023, a new village sign was installed, featuring images that reflect Eye's heritage and present-day identity, including Odam's windmill, the church, the brick pit, and the railway that formerly ran through the village.

2.6 Places of historic significance

Historic physical structures are important to our community because they serve as tangible links to its past, preserving cultural heritage and identity. They provide educational opportunities, foster a sense of pride and belonging, and often contribute to economic vitality through tourism and revitalisation. These structures, familiar to all who live in the village, embody the craftsmanship, stories, and values of earlier generations, reminding us of where we came from, and inspiring future development that respects tradition.

1	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.	
2	St Matthew's Church, High Street	19th century church. Grade II listed.	
3	11 to 17 High Street	19th century terraced cottages.	
4	14 High Street (Stone House)	19th century residential building. Grade II listed.	

5	16, 18, and 20 High Street	18th century cottages. Grade II listed.	
6	21, 23, and 25 High Street	18th century cottages.	
7	22 High Street	19th century residential building. Grade II listed.	
8	24 High Street	19th century residential building. Formerly a pub and now used as a children's nursery.	
9	26 High Street	19th century residential building. Grade II listed.	
10	28 High Street	19th century residential building.	

11	29 High Street	18th century residential building. Grade II listed.	
12	48 High Street	The Blue Boar pub. Grade II listed.	
13	64 High Street	19th century residential building.	
14	85 High Street	17th century residential building. Grade II listed.	
15	89 High Street	Late 18th/early 19th century residential building. The only full three-storey building on the High Street.	
16	69 Eyebury Road	Late 18th/early 19th century single-storey cottage. Grade II listed.	

17	Eye former Girls' School, Crowland Road	19th century school. Now used as youth centre and library. This building has Article 4 protection.	
18	Eye former Boys' School, Crowland Road	19th century school. Now privately owned. This building has Article 4 protection.	
19	Eye former mortuary building, Eye cemetery, Crowland Road	19th century cemetery building.	
20	The Old Vicarage, Thorney Road	19th century residential building. Grade II listed.	
21	Old Fire Station building, Back Lane	19th century building, originally Eye fire station.	
22	Car Dyke	Historic monument. <i>(Picture credit: David Guar)</i>	

23	3 Eyebury Road, Eyebury Cottages	17th/18th century.	(Images not included to respect privacy. These buildings are not visible from a public road or footpath)
24	Northolme House, Crowland Road	16th/17th century residential building. Grade II listed.	
25	Eyebury Farmhouse, Eyebury Road	Late 17th century residential building. Grade II listed.	
26	6-8 Back Lane	19 th century residential buildings amalgamated to form a single dwelling.	
27	12 High Street	Mid-19 th century residential building.	
28	Methodist Chapel, High Street	18 th century former Methodist chapel, now a residential building.	
29	73 High Street	19 th century cottage that formerly housed a butcher's shop and is now a residential building.	

2.7 Current developments adjacent to the village

The following is a list of residential and industrial developments, underway (Nos 1 & 2) or at the planning stage (Nos 3-5). These are indicative of the scale of potential developments adjacent to the Neighbourhood Plan area:

1. 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.

2. 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.

3. 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

4. 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

5. 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

3.1 Introduction

Medical Provision

The village benefits from a GP surgery, a pharmacy, and a dental practice, ensuring access to essential healthcare services.

Social Amenities

Community facilities include the parish church, a primary school, a library, a community centre, Leeds Hall, and the recreation ground. Additional amenities comprise multiple care homes, a public house, a cemetery, a riding centre, and a skate park.

Retail and Services

Local retail provision consists of two grocery shops, hairdressers, restaurants, a charity shop, and a funeral home.

Business and Employment

There are over fifty businesses operating within the Neighbourhood Plan area. This includes a retail park featuring a supermarket, garden centre, various shops, a gym, and other leisure facilities.

3.2 Primary school

Eye CofE Primary School is a voluntary controlled school serving children aged 4–11. As of September 2024, it has 443 pupils, which exceeds its intended capacity, and includes nursery provision. Currently, 23.3% of pupils are eligible for free school meals. The school offers an indoor swimming pool, available for community-organised swimming lessons outside school hours, and a large playing field that can also be used by the community. As of August 2025, there is a waiting list of nine children.



Traffic Concerns on Eyebury Road

Eye CofE Primary School is situated on Eyebury Road, one of the main routes into the village. The road is narrow and experiences significant congestion during school drop-off and pick-up times. This daily issue

raises safety concerns for pupils and pedestrians and contributes to traffic delays for other road users. The photographs below illustrate typical conditions during the school run.



3.3 St Matthew's Parish Church

The foundation stone of St Matthew's Church was laid in May 1846, and the church opened for worship eleven months later. The spire was removed in 1982 due to safety concerns. The church holds two services every Sunday morning and hosts a range of community events, including coffee mornings, quiz nights, flower festivals, a Christmas wreath festival, and family fun days, all of which are well supported by local residents.

The churchyard is closed for new burials, and older headstones have been relocated for safety reasons. It continues to serve as a venue for church and village events. A commemorative tree marking the coronation of King Charles III has recently been planted in the churchyard.



3.4 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.



3.5 Manor Farm Community Centre

Located at the west end of the High Street, the Manor Farm Community Centre offers a hall and lounge for hire and hosts around twenty regular community groups each week, providing a wide range of activities. It is also a popular venue for private events, supported by facilities such as a licensed bar.

The Centre provides the largest car parking area in the village, serving both the Centre and Manor Farm Park. An outreach Post Office operates from the building one morning per week. The property is owned by Peterborough City Council but managed by the Eye Community Association and has been considered for Asset Transfer to Eye Parish Council.



3.6 Manor Farm Park

Manor Farm Park, currently owned and maintained by Peterborough City Council, is a significant open space and a key amenity within the village. The park includes a fenced children’s play area with a variety of equipment, as well as a zip wire, skate park, adult exercise equipment, youth shelter, green space, nature trail, and wildlife pond. It is also home to the village beacon, which is lit on national occasions.

The park is well managed and, in July 2025, achieved the Green Flag Award for the twelfth consecutive year, reflecting its high standards of maintenance and community value.



3.7 The Leeds Hall

Leeds Hall, situated on the High Street at the heart of the village, is owned and maintained by Eye Parish Council. Named in memory of a notable local family, the hall serves as a key community facility. It is available for private hire and regularly hosts a range of local groups and activities. The building also accommodates the Parish Council office and provides the venue for Council meetings.



3.8 Youth centre

The youth centre occupies part of a former school building, which it shares with the village library. Originally gifted to the Parish Council for use as a youth facility, the centre has served the community for over sixty years. It provides dedicated space for groups such as Rainbows, Brownies, Guides, and the Junior Youth Club, which regularly attracts around sixty children. The centre is in use most evenings of the week. The village aims to follow government guidance by extending youth provision up to 18 years of age if and when funding becomes available.

3.9 Library

The village library occupies one half of the former school building, adjacent to the youth centre. While staffed hours have reduced over time, access remains available outside these times through an electronic library card system. Library staff organise a variety of events aimed at encouraging children to enjoy books and reading. Together, the library and youth centre illustrate how a historic building can be successfully repurposed, preserving its heritage while maintaining its value as a vital community asset.



3.10 Recreation ground

The recreation ground is a predominantly grassed area of approximately six acres, originally gifted to the parish for the benefit of its residents. The Parish Council has submitted an application to register the land with the Land Registry.

Facilities on the site include a single-storey building providing a meeting room, changing rooms, showers, and toilets, and car parking spaces. The large open field is regularly used by Eye Running Club and the Eye Juniors Football Team for training and matches. It is also a popular space for residents, who use it daily for dog walking and informal recreation.

The recreation ground is protected by a covenant requiring that it be maintained “as an open space and recreation ground for the benefit of the inhabitants of the Parish of Eye and the neighbourhood thereof forever.”

3.11 Eye Green Local Nature Reserve

Eye Green Local Nature Reserve is located north of the A47 and is managed on behalf of Peterborough City Council by Froglife. While the reserve is owned by the City Council, much of the habitat and wildlife maintenance is delivered by specialist contractors. Significant improvements have been made to enhance access across the site, including clearing overgrown paths and ponds.

The reserve occupies the former Northam Brickworks site and was designated a Local Nature Reserve in 1996. Covering approximately 25 acres, it features a 15-acre lake, areas of woodland, finger lakes, reed beds, and grassland. The main lake includes several fishing platforms designed for disabled anglers (a permit is required). Wildlife is abundant, with resident swans, geese, waterfowl, and otters, and the lake serves as a stopover for migratory geese.

In spring and summer, the grassland areas provide a vibrant display of wildflowers, including violets and pyramidal orchids. The site is also designated as a Site of Special Scientific Interest (SSSI) due to the presence of March gravel deposits along its northern boundary.



3.12 Play areas

Several play areas are located throughout the village. Some are provided and maintained by Peterborough City Council, while others, such as those at Bath Road and Millport Drive, were installed by housing developers as part of planning obligations. All play areas undergo annual safety inspections carried out by Peterborough City Council.

3.13 Allotments

The Parish Council manages twenty-eight allotment plots at the Green Road site, which covers approximately one hectare. Some plots have been subdivided to accommodate residents requesting smaller areas. Allotments are available exclusively to residents of the Parish of Eye. As of December 2024, there is a short waiting list for plots.



3.14 Dogsthorpe Star Pit Nature Reserve

This 37-acre site, once clay pits, is now a thriving wildlife haven managed by the Bedfordshire, Cambridgeshire and Northamptonshire Wildlife Trust. It is designated as a Site of Special Scientific Interest (SSSI) due to its exceptional biodiversity and rare invertebrates.

The reserve supports a wide range of species, including water beetles, dragonflies, damselflies, birds, and flowering plants, within varied habitats such as shallow pools, reedbeds, and grassland banks. Water levels are carefully managed, pumped to remain low to protect the rare invertebrates that give the site its SSSI status.

3.15 Public and sustainable transport

As of March 2025, the village is served by two Stagecoach bus routes:

- Route 4 – linking the village to Peterborough city centre, the hospital, and Thorney.
- Route 37 – connecting the village with the city centre and Spalding.

A cycle path provides access from Eye to Peterborough city centre. However, the initial section runs along the pavement beside the A1139, a route frequently used by HGVs and prone to congestion. This has raised safety concerns among some residents.

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. 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.

4.1.2 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 village primary school is currently undersized for the local population, operating with two forms when there is a clear need for at least three. At the start of the 2024–2025 academic year, pupil numbers exceeded the agreed capacity. The situation is expected to worsen following the approval of a new housing development in 2024, located adjacent to the school, which will add approximately 265 homes.

4.2.2 Lack of secondary school provision

There is no secondary school within the village. The designated school for Eye is Arthur Mellows Village College (AMVC) in Glinton, requiring a journey of over six miles each way. The Local Authority currently provides a fleet of buses for pupils. However, there are concerns about future availability of places at AMVC, particularly if the proposed new settlement of 1,055 homes at Deeping Gate, identified in the draft Peterborough Local Plan, goes ahead, as it falls within the AMVC catchment area and would significantly increase demand.

Some village children attend Manor Drive Academy, approximately three miles from Eye, but there are no safe walking or cycling routes to this school.

4.2.3 Youth centre and library

The future of the youth centre and library is uncertain. Peterborough City Council is reviewing options, which include retaining and maintaining the building, transferring it, or selling it. Community concern is evident through a strong protest and a parish-wide petition calling for its retention and the reinstatement of a senior youth club. The petition gathered 1,517 verified signatures. There is no alternative provision for youth activities within the parish.

4.3 Environmental issues

While the sustainability of recent and approved housing developments in the parish was assessed during the planning process, the conditions imposed cannot fully offset the increase in carbon emissions resulting from additional vehicle use and the energy required to manage extra waste and sewage.

Reducing carbon emissions remains a key challenge for all communities and depends on providing essential services and amenities within easy reach of residents. The cumulative impact of these environmental changes will be significant and must be addressed if Peterborough City Council is to achieve its target of

becoming a net-zero carbon city by 2030. Increased emissions will affect not only the parish but also the wider city, as more residents of Eye travel to and work in Peterborough.

5. VISIONS AND OBJECTIVES

This Neighbourhood Development Plan has been prepared by the residents of the Parish of Eye. It reflects the community's commitment to preserving the village's heritage, character, and strong sense of identity.

Our vision

Eye will remain a distinctive village, protecting its unique character and conservation area while embracing innovation and sustainable growth. The community will respect its past, respond to present needs, and plan positively for the future.

The villages of Eye and Eye Green do not exist in isolation; they rely on some services within the wider Peterborough area. However, this plan recognises the importance of maintaining and enhancing local facilities and services. The policies set out a clear strategy to achieve the following objectives:

- Strengthen local services and amenities to meet the needs of a growing population.
- Promote high-quality, sustainable housing that meets community needs, respects village character, and avoids undue pressure on infrastructure.
- Protect the conservation area and historic assets of the parish.
- Safeguard and enhance green spaces, biodiversity, and the natural environment, ensuring the village remains distinct from the city and surrounded by countryside.
- Improve transport balance, reducing the impact of motor vehicles through better off-street parking and improved facilities for walking, cycling, and public transport.
- Support appropriate economic activity that aligns with the parish's character.
- Reduce carbon emissions through sustainable building design, upgrades to community facilities, woodland creation, and improved connectivity between homes and services.
- Set high standards for design and planning to promote safety, health, and wellbeing for all who live and work in the parish.

6. THE POLICIES

In accord with the visions and objectives of the community, this Neighbourhood Plan sets out a framework of policies to guide the future development of our parish and the wellbeing of all who live here. For clarity, these policies are grouped under six key themes:

- Housing
- Local Economy
- Transport
- Community Health and Wellbeing
- Village Character
- Environment and Sustainability

Although presented under separate headings, these policies are closely interconnected. A strong local economy, reliable and affordable transport, and accessible amenities all contribute to a thriving and healthy community. Objective planning for growth, both residential and industrial, will ensure that services and infrastructure can meet future demand in a sustainable way.

Sustainability is not only about managing resources; it is about addressing the challenge of climate change. Our policies aim to reduce carbon emissions, promote energy efficiency, and encourage low-impact development. By integrating climate resilience into all aspects of planning, we can protect our environment and ensure that future generations inherit a village that is both vibrant and sustainable.

Community wellbeing is also shaped by our sense of place: the character of our streets, the beauty of our landscapes, and the preservation of historic features that foster identity and cohesion. These elements work together to create an environment that is functional, distinctive, and resilient in the face of environmental and social change.

The policies set out in this Neighbourhood Plan have been shaped through consultation with the local community. By engaging residents, businesses, and stakeholders at each stage of the process, the Plan reflects the concerns, aspirations, and priorities of those who live and work within the area. As a result, the policies are grounded in local knowledge and values, ensuring they respond directly to the needs of the community they are designed to serve.

6.1 Housing

THE POLICY

POLICY HS1 Infrastructure

Developments will 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.

Planning applications should include clear and detailed proposals for developer contributions to provide adequate funding for improving infrastructure capacity. These funds should be available at the time development commences.

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 delivery

Depending on the viability and location of a development, planning proposals should contain a proportion of affordable housing. It is desirable that the housing supply relates to the needs of the community including lower-paid and single people who work locally in essential services and professions such as care providers.

POLICY HS3 Off-street parking

The site plan for new dwellings should include off-street parking spaces for at least one family-sized vehicle. 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 HS4 Wheelie bin areas

Plans for housing areas should include suitably screened bin areas of a size capable of accommodating the number of separate bins and containers in use (general waste, recycling, food waste, and the optional garden waste bin).

PURPOSE AND AIMS

We aim to ensure that local infrastructure, including essential services and amenities, develops alongside new housing, facilitated by adequate developer contributions and planning conditions, so that growth is sustainable and meets the needs of both current and future residents. We also seek to ensure that new developments reflect the unique character of the village and are designed to integrate with the existing community, rather than becoming isolated or disconnected.

JUSTIFICATION AND EVIDENCE

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.

COMMUNITY FEEDBACK

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.

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 these improvements should be identified and addressed as planning conditions before a development begins.

NPPF ALIGNMENT

Achieving well-designed places

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.

8.98 Promoting health and safe communities

Planning policies and decisions should aim to achieve healthy, inclusive and safe places which:

- a) 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.
- b) 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; and
- c) enable and support healthy lives, through both promoting good health and preventing ill-health, especially where this would address identified local health and well-being needs and reduce health inequalities between the most and least deprived communities – for example through the provision of safe and accessible green infrastructure, sports facilities, local shops, access to healthier food, allotments and layouts that encourage walking and cycling.

8.99. To provide the social, recreational and cultural facilities and services the community needs, planning policies and decisions should:

- a) plan positively for the provision and use of shared spaces, community facilities (such as local shops, meeting places, sports venues, open space, cultural buildings, public houses and places of worship) and other local services to enhance the sustainability of communities and residential environments.
- b) take into account and support the delivery of local strategies to improve health, social and cultural well-being for all sections of the community.
- c) guard against the unnecessary loss of valued facilities and services, particularly where this would reduce the community's ability to meet its day-to-day needs.
- d) ensure that established shops, facilities and services are able to develop and modernise, and are retained for the benefit of the community; and
- e) ensure an integrated approach to considering the location of housing, economic uses and community facilities and services.

LOCAL PLAN ALIGNMENT

Infrastructure

This policy aligns with LP12 – Infrastructure Delivery by requiring:

- Demonstration of sufficient infrastructure capacity before development is supported.
- Clear proposals for developer contributions to fund improvements.
- Consideration of wider infrastructure implications beyond the immediate site. These measures reflect the Local Plan’s commitment to infrastructure-led growth and sustainable development.

Affordable Housing Delivery

The policy is consistent with LP8 – Meeting Housing Needs and LP9 – Affordable Housing by:

- Requiring a proportion of affordable housing subject to viability and location.
- Prioritizing homes for lower-paid and single people working locally in essential services, complementing Local Plan objectives for mixed and inclusive communities.

Off-Street Parking

The policy supports LP10 – Housing Quality and transport-related policies by:

- Mandating off-street parking for new dwellings and accessible parking for businesses.
- Ensuring parking provision meets the needs of residents, visitors, and those with limited mobility, reducing congestion and improving amenity.

Wheellie Bin Areas

The policy aligns with LP10 – Housing Quality and LP11 – Sustainable Design and Construction by:

- Requiring screened, appropriately sized waste storage areas for multiple bins.
- Supporting sustainable waste management and high-quality design standards.

6.2 Supporting a strong local economy

THE POLICY

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

Provided that any proposed provision meets S106 requirements (of being necessary, directly related and proportional), planning obligations relating to new developments (residential and commercial) should be encouraged to include funding for the provision of multi-use premises and facilities that can accommodate new businesses, such as shared desk and office space, access to high-speed broadband and meeting rooms.

The design of either these premises should incorporate space designed to accommodate community support services such as play groups and childminding facilities.

PURPOSE AND AIMS

As many small villages and neighbourhoods face the loss of essential services, it is more important than ever to safeguard and strengthen the local economy. A strong, diverse economy that provides goods, services, advice, and community facilities is vital for the health and wellbeing of residents and forms a solid foundation for future generations.

This policy is designed to encourage new business start-ups and sustain existing enterprises by promoting flexible, multi-use community spaces integrated with new developments. These spaces will support a range of activities and services, ensuring that the area remains vibrant and distinctive rather than becoming a 'dormitory town.'

In addition to preserving local character, this approach will deliver wider benefits, including reducing the village's carbon footprint and cutting down on commuter journeys.

JUSTIFICATION AND EVIDENCE

The village Post Office closed in September 2019. The nearest full-time post office is now 3.5 miles away and is not accessible by public transport. To access Post Office services by public transport, residents need to travel to Peterborough city centre or Crowland in Lincolnshire. A mobile Post Office visits the village for one or two hours on one day a week, but delivery of that service is reliant on availability of staff, so is not as reliable as a permanent one.

The only banking facilities available are an ATM in the Co-op store in Eye and one at the service station in Eye Green. As the ATM in Eye is located in the shop, its availability is limited to store hours. The nearest bank branches are in the city centre, which presents a problem for residents who are less mobile or are not able to use online or telephone banking.

The fish and chip shop located in the centre of the village closed in 2024. Although the pub in Eye Green offers a takeaway fish and chip service, it is not easily accessible to less mobile residents of the village.

COMMUNITY FEEDBACK

Residents of Eye and Eye Green have repeatedly voiced concerns about the adequacy of local services in relation to the village's growth. The most frequently mentioned need is the reinstatement or improvement of the Post Office, cited across multiple consultation events and surveys. Many respondents comment on the loss of traditional shops and call for a return to independent retailers such as butchers, bakers, greengrocers, and fish and chip shops. There is also a clear appetite for more social venues, including pubs and cafés, which provide a shared community space.

The community consultations have shown that the following items are particularly desirable to residents:

- **Post Office.** Mentioned in November 2022 open days, January 2023 community survey, and the 2024 detailed survey.
- **Small businesses like butchers/bakers/grocer.** Mentioned in November 2022 open days and the 2024 detailed survey.

- **Fish and chip shop.** Mentioned in November 2022 open days and the 2024 detailed survey.
- **Pub/coffee shop.** Mentioned in November 2022 open days, January 2023 community survey, and the 2024 detailed survey.

NPPF ALIGNMENT

Alignment with NPPF Core Principles

The NPPF promotes a presumption in favour of sustainable development, integrating economic, social, and environmental objectives. This policy supports these principles by:

- **Economic:** Creating conditions for local business growth and innovation, reducing reliance on external employment markets.
- **Social:** Enhancing community wellbeing through accessible, multi-purpose facilities that foster social interaction.
- **Environmental:** Reducing carbon emissions by limiting commuter journeys and supporting local service provision.

Alignment with Specific NPPF Objectives

- **Building a Strong, Competitive Economy (Paragraphs 85–89):**
The policy encourages local enterprise and job creation, supporting a resilient and competitive economy.
- **Promoting Healthy and Safe Communities (Paragraphs 96–108):**
By providing flexible community spaces, the policy strengthens social cohesion and ensures access to essential services.
- **Promoting Sustainable Transport (Paragraphs 109–118):**
Reducing commuter journeys aligns with NPPF objectives to promote sustainable transport and lower emissions.
- **Meeting the Challenge of Climate Change (Paragraphs 161–186):**
The policy contributes to climate change mitigation by reducing the carbon footprint of the village and supporting sustainable patterns of development.

LOCAL PLAN ALIGNMENT

Alignment with LP4 – Sustainable Development and Growth

This policy supports LP4 by promoting sustainable development that balances economic, social, and environmental objectives:

- **Economic:** Encourages local enterprise and job creation within the community.
- **Social:** Provides accessible, multi-purpose facilities that enhance community wellbeing.
- **Environmental:** Reduces carbon emissions by limiting the need for long-distance commuting and supporting local service provision.

Alignment with LP30 – Community Facilities

The policy is consistent with LP30 by:

- Protecting and enhancing community facilities through the provision of flexible, multi-use spaces.
- Ensuring new facilities are integrated with development and meet local needs.
- Strengthening the resilience of essential services, reducing the risk of facility loss.

Alignment with LP46 – Employment and Local Economy

The policy directly supports LP46 by:

- Encouraging new business start-ups and sustaining existing enterprises.
- Promoting rural and local economic development in sustainable locations.
- Reducing reliance on external employment markets by creating opportunities within the neighbourhood.

Conclusion:

This neighbourhood policy fully aligns with the objectives of LP4, LP30, and LP46 of the Peterborough Local Plan. It delivers sustainable growth, protects and enhances community facilities, and fosters a resilient local economy, ensuring long-term benefits for residents and the environment.

6.3 Transport

THE POLICY

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 incorporate appropriate traffic calming measures such as speed bumps, chicanes or narrowed roadways, providing that these meet current highway standards. 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 and cyclists.

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. Applications for development should: be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

PURPOSE AND AIMS

This policy seeks to safeguard and enhance the wellbeing of everyone who lives and works in the village by encouraging public safety, reducing carbon emissions, and minimising wear on highway infrastructure. These objectives are closely connected and, collectively, deliver benefits for the whole community.

JUSTIFICATION AND EVIDENCE

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 to surveys indicated that a car or van is their main method of travelling to and from work or college.

The UK's sustainability agenda, underwritten by the Climate Change Act, includes the target of Net Zero Greenhouse Gas emissions by 2050.

COMMUNITY FEEDBACK

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.

NPPF ALIGNMENT

The elements of this policy align with the principles set out in Chapter 9 (Promoting Sustainable Transport) of the National Planning Policy Framework:

- Promote sustainable travel choices by prioritising walking, cycling, and public transport, in line with NPPF paras 109–111, which require developments to integrate patterns of movement and provide attractive, well-designed networks.
- Enhance highway safety through traffic calming measures and design features that discourage speeding, supporting NPPF objectives for safe, high-quality places.
- Provide supporting facilities for active travel, including secure cycle storage, consistent with NPPF paragraph 111(d).
- Ensure inclusive access for pedestrians and cyclists, meeting NPPF requirements for safe and accessible routes for all users.
- Facilitate the transition to low-emission vehicles by requiring electric vehicle charging points in new developments, in accordance with NPPF paragraph 107.

These policies collectively contribute to the NPPF's overarching aim of achieving sustainable development by reducing carbon emissions, improving public health, and creating safe, accessible environments for all.

LOCAL PLAN ALIGNMENT

1. Sustainable Transport

Aligns with Peterborough's Local Transport and Connectivity Plan (LTCP) and Local Cycling and Walking Infrastructure Plan (LCWIP), which prioritise walking, cycling, and public transport as part of a net-zero carbon strategy.

The LTCP explicitly aims for better buses, more train services, less pollution, and helping more people to cycle and walk.

The LCWIP sets out plans for safe, direct walking and cycling routes integrated with existing networks.

2. Designs to Reduce Speeding

This matches Peterborough's Road Safety Strategy and LTCP objectives to improve safety for all road users. Traffic calming and speed reduction measures are consistent with Peterborough's approach to Vision Zero principles and safer streets for pedestrians and cyclists.

3. Cycle Storage

While the Local Plan does not explicitly mandate cycle storage, it encourages cycling-friendly development. This policy aim is also supported indirectly by Peterborough's Cycling Master Plan, which promotes cycling as a preferred mode and requires infrastructure that encourages uptake.

4. Access for Pedestrians and Cyclists

This is consistent with the LCWIP and the Provision of Sidewalks Policy, which emphasise safe, accessible pedestrian routes and integration with cycling networks. Accessibility and safety for all users are core principles in Peterborough's transport vision.

5. EV Charging Points

This aligns with the Cambridgeshire and Peterborough Electric Vehicle Infrastructure Strategy, which encourages new developments to include high-quality EV charging infrastructure. The Local Plan supports the transition to ultra-low emission vehicles as part of its climate goals.

Summary

These transport policies support Peterborough's Local Plan and wider transport strategies. They promote sustainable travel by prioritising walking, cycling, and public transport, ensuring new developments integrate with existing active travel networks.

Measures to reduce speeding and improve road safety reflect Peterborough's commitment to safer streets for all users. Requirements for secure cycle storage and accessible pedestrian routes enhance inclusivity and encourage healthier travel choices.

The provision of electric vehicle charging points aligns with regional objectives to reduce carbon emissions and support the transition to ultra-low emission vehicles. Together, these policies reinforce Peterborough's vision for a connected, sustainable, and climate-resilient transport system.

6.4 Community health and wellbeing

THE POLICY

POLICY HW1 Cycleway and footpath connectivity

In addition to cycleways and footpaths within new developments, to improve sustainability and community wellbeing, new developments should include, where possible, well-lit footpaths and/or cycleways that connect to main village amenities and services. Specific routes for footpaths and cycleways will depend on the location of proposed new developments and should be considered at an early stage in the planning process.

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.

Installation, construction and operation should also meet RoSPA Guidelines (Code of Good Practice) as follows:

- The site must be away from hazards, with safe access.
- Equipment must conform to EN 1176 which covers playground equipment design, manufacture, installation, inspection, and maintenance including parts for equipment and guidance on operation.
- Surfacing should be tested to EN 1177 which specifies requirements for impact-attenuating surfacing such as rubber tiles and bark, based on critical Fall Height to reduce injury risk, and to BS 7188 which tests surfacing durability, slip resistance, and other performance factors.

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 on 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 socialise. 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.

PURPOSE AND AIMS

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

JUSTIFICATION AND EVIDENCE

Health and wellbeing were key themes throughout the preparatory consultations and discussions for this Neighbourhood Plan.

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.

COMMUNITY FEEDBACK

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.

When the community open days were held in November 2022, 12 of the 23 comments made regarding local services directly related to a need for increased medical provision for the village. This sentiment continued in the survey held in January 2023 when the difficulties in accessing appointments was identified as a problem. And again, in the detailed survey carried out in 2024, over 75% of respondents stated that additional medical facilities were their first or second priority.

NPPF ALIGNMENT

General context

The NPPF requires planning policies and decisions to create healthy, inclusive, and safe places that:

- Promote social interaction and active lifestyles.
- Provide access to green spaces, community facilities, and healthier food.
- Support health and wellbeing through design, layout, and infrastructure.
- Ensure inclusive design for all users, reducing health inequalities.
- Plan positively for community facilities and healthcare provision.

Policy HW1 – Cycleway and footpath connectivity

- Aligns with NPPF paragraphs on promoting sustainable transport and healthy communities, which encourage layouts that enable walking and cycling, improve connectivity, and provide safe, well-lit routes.
- The emphasis on wheelchair accessibility, tactile paving, and sightlines supports NPPF's inclusive design principles.

- Our policy goes beyond the minimum by specifying gradients and tactile paving, which reflects best practice for accessibility.

Policy HW2 – Provision and location of LEAPs and public open spaces

- Matches NPPF paragraph 104 and related guidance on protecting and providing formal play spaces and open areas for health and recreation.
- Requirements for lighting, proximity to dwellings, and RoSPA standards reinforce NPPF’s aim for safe, accessible environments.
- The use of Community Infrastructure Levy (CIL) for upgrading play areas supports NPPF’s principle of enhancing existing facilities.

Policy HW3 – Access to fresh fruit and vegetables

- Reflects NPPF paragraph 96(c), which promotes access to healthier food, allotments, and layouts that encourage healthy lifestyles.
- Proposals for farmers’ markets, allotments, and community orchards align with NPPF’s support for local food growing and sustainable communities.
- Our policy adds a proactive element by suggesting new marketplaces and orchards, which goes beyond NPPF’s baseline.

Policy HW4 – Inclusiveness in design

- Supports NPPF’s requirement for inclusive design (para 131–141) and guidance on accommodating diverse needs, including neurodivergence.
- Features like quiet areas, clear signage, and accessible toilets align with the National Design Guide and emerging standards for neurodiversity (PAS 6463).
- Demonstrates best practice by addressing sensory and cognitive accessibility, which is not explicitly detailed in NPPF but is consistent with its principles.

Policy HW5 – Healthcare provision

- Supports NPPF paragraph 98, which requires planning positively for community facilities including healthcare.
- Emphasis on adequate access and parking aligns with NPPF’s guidance on safe and inclusive places. Strength: Explicit support for new GP surgeries and healthcare centres reflects NPPF’s social objective of meeting community needs.

Policy HW6 – Hybrid community hub

- Aligns with NPPF’s aim to plan positively for mixed-use developments and community facilities that promote social interaction and wellbeing.
- Conditions on traffic, noise, and pollution reflect NPPF’s requirement for safe and healthy environments.
- This policy integrates retail, medical, and social spaces, supporting NPPF’s vision for sustainable, vibrant neighbourhoods.

Overall assessment

Aligns with NPPF objectives for health, wellbeing, and inclusivity:

- Reinforce active travel and connectivity.
- Enhance access to green spaces and healthy food.
- Promote inclusive design and community cohesion.
- Support healthcare and multifunctional hubs.

LOCAL PLAN ALIGNMENT

Policy HW1 – Cycleway and footpath connectivity

- The Local Plan and Local Cycling and Walking Infrastructure Plan (LCWIP) emphasise creating safe, accessible, and connected walking and cycling routes to promote active travel and health.
- Requirements for well-lit paths, wheelchair accessibility, and tactile paving align with Local Plan objectives for inclusive design and safety.
- Visibility splays and gradients reflect best practice in Manual for Streets and LCWIP principles.

Policy HW2 – Provision and location of LEAPs and public open spaces

- The Local Plan and Parks Development Standards require new developments to provide accessible, safe, and high-quality open spaces, including play areas.
- Standards for lighting, proximity to dwellings, emergency access, and RoSPA compliance are consistent with Local Plan guidance and national standards (EN 1176, EN 1177, BS 7188).
- The Local Plan also supports upgrading existing facilities and integrating fitness equipment for all ages.

Policy HW3 – Access to fresh fruit and vegetables

- The Local Plan promotes healthy communities and supports local food initiatives, allotments, and community orchards as part of green infrastructure and wellbeing strategies.
- Farmers' markets and allotments contribute to Local Plan objectives for sustainable development and food security.

Policy HW4 – Inclusiveness in design

- The Local Plan and Supplementary Planning Documents (SPDs) emphasize inclusive design for public buildings, covering accessibility, signage, and spaces for neurodivergent users.
- This policy supports Local Plan objectives for social inclusion and equality of access.

Policy HW5 – Healthcare provision

- The Local Plan supports new healthcare facilities where they improve accessibility and integrate with community infrastructure, subject to transport and parking considerations.
- This reflects Local Plan priorities for health and wellbeing infrastructure.

Policy HW6 – Hybrid community hub

- The Local Plan encourages mixed-use community hubs combining retail, health, and social facilities, provided impacts on traffic, noise, and amenity are mitigated.
- Adequate parking and sustainable transport links are consistent with Local Plan requirements

HYBRID COMMUNITY HUB SITE ALLOCATION

Sequential Testing Explanatory Note.

Potential sites for a hybrid community hub as proposed in Policy HW6 will require compliance with the sequential tests set out in Policy LP12 of the Local Plan and the Town Centre Policy in the NPPF.

These tests relate to separate but associated factors. The Sequential Test in Policy LP12 of the Local Plan refers to managing flood risk when considering development proposals. Its purpose is to steer new development to areas with the lowest probability of flooding before considering sites at higher risk. The sequence of steps is usually:

- **Step 1: Identify Flood Zones**
Development should first be directed to Flood Zone 1 (lowest risk). If no suitable sites are available, then consider Flood Zone 2, and only then Flood Zone 3 (highest risk).
- **Step 2: Compare Alternative Sites**
Applicants must demonstrate that there are no reasonably available sites in areas of lower flood risk that could accommodate the proposed development.
- **Step 3: Apply Exception Test (if needed)**
If development is proposed in higher-risk zones, and cannot be avoided, the Exception Test may apply. This requires showing that the development provides wider sustainability benefits and will be safe for its lifetime without increasing flood risk elsewhere.

Town Centre Policy in the NPPF

The NPPF requires a ‘town centre first’ approach for retail, leisure, and certain other uses. This means developers should apply a sequential approach to site selection:

- First, consider sites within town centres.
- If none are suitable, then edge-of-centre sites.
- Only then out-of-centre sites, provided they are accessible and well-connected.

The Sequential Test in LP12 and the Town Centre policy in the NPPF intersect because both aim to prioritise sustainable locations for development, but they deal with different risks and objectives. The Town Centre policy relates to economic vitality and reducing car dependency, rather than flood risk. However, in terms of potential conflict, town centre policy does not override flood risk policy.

	Town Centre Policy (NPPF 87–90)	Flood Risk Policy (NPPF 160 & 175)
Purpose	Support vitality of town centres and reduce car use.	Minimize flood risk to people and property.
Sequential Approach	1. Town centre sites 2. Edge-of-centre 3. Out-of-centre	1. Flood Zone 1 (lowest risk) 2. Flood Zone 2 3. Flood Zone 3
Applies To	Retail, leisure, and other ‘main town centre uses’.	All development types (except minor proposals).
Key Test	Are there suitable sites in town centre before looking elsewhere?	Are there reasonably available sites in lower flood risk areas?
Exception	None (must justify out-of-centre choice).	Exception Test if higher-risk site unavoidable: sustainability benefits and safety,
Interaction	Town centre preference does not override flood risk policy.	Flood risk policy applies even to town centre sites.
Evidence Required	Sequential site assessment for retail/leisure proposals.	Flood Risk Assessment and Sequential Test statement.

6.5 Village character & community assets

THE POLICY

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.

In the context of this neighbourhood plan, a community asset is defined as any resource, facility, service, or feature that is owned, managed, or used for the benefit of the local community, is accessible to the community, and contributes to its social, economic, cultural, or environmental well-being. These include:

- Physical spaces: parks, libraries, community centres, sports facilities including natural resources such as green spaces and wildlife habitats.
- Organisations: local charities, volunteer groups, social enterprises.
- Services: health centres, schools and transport links.

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, 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 major 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.

When appropriate, 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 be of a height that dominates or overshadows existing structures.

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.

PURPOSE AND AIMS

The distinctive character of a village is essential to preserving its sense of place for both long-established families and those who have recently joined the community. The buildings and structures serve as enduring physical anchors, fostering cohesion, identity, and continuity. Protecting this character is not merely aesthetic but directly supports the social fabric and wellbeing of everyone in the parish. This policy is designed to protect this character without preventing sympathetic development.

JUSTIFICATION AND EVIDENCE

Eye is a historic village with a designated conservation area that includes properties dating back to the 17th century. The preservation of this heritage is central to maintaining the distinctive village character that residents value. Throughout all stages of consultation, residents have consistently expressed that retaining the traditional feel and protecting the historic qualities of the village are among their highest priorities. This policy is intended to safeguard the conservation area and ensure that future developments respect and enhances the historic identity of Eye.

COMMUNITY FEEDBACK

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.

NPPF ALIGNMENT

POLICY VC1 – Protection of community assets

NPPF (paras 92–97) promotes planning positively for community facilities and guarding against unnecessary loss of valued facilities and services.

Local Green Space designation (paras 99–101) allows communities to protect green areas of particular importance, giving them protection similar to Green Belt. This policy reflects this principle by requiring strong justification for loss and encouraging replacement provision.

POLICY VC2 – Protection of conservation area and historic buildings

NPPF (Chapter 16) requires conserving and enhancing the historic environment, including heritage assets and their setting. The requirement within this plan for heritage impact assessments and respect for scale/materials aligns with this.

POLICY VC3 – Building scale

NPPF supports design policies that ensure developments are visually attractive and sympathetic to local character (para 130). Limiting height to maintain village scale is consistent with this principle.

POLICY VC4 – High Street mixed-use development

NPPF encourages vitality of town centres and supports mixed-use development to promote social interaction and economic activity (paras 86–91).

LOCAL PLAN ALIGNMENT

POLICY VC1 – Protection of community assets

Local Plan (Policies LP30 and LP37) protects community facilities and local green spaces, requiring evidence that they are surplus before allowing redevelopment. The definition of community assets (including parks, health centres, schools) within this plan is consistent with these policies.

POLICY VC2 – Protection of conservation area and historic buildings

Local Plan policies LP32 and LP33 protect conservation areas, scheduled monuments, and locally important views.

POLICY VC3 – Building scale

Local Plan and Urban Design Guidelines include compatibility measures for building height and massing, especially in sensitive areas. While the city centre may allow taller buildings, village and conservation areas are expected to maintain traditional scale.

POLICY VC4 – High Street mixed-use development

Local Plan policies for local centres and mixed-use corridors (LP20) and the Mixed-Use Corridors Urban Design Guidelines promote active ground-floor uses and residential above to maintain vibrancy.

6.6 Environment & sustainability

THE POLICY

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 Minimising noise and other pollution

New developments must incorporate measures to minimise 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 EN5 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 EN6 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.

POLICY PURPOSE AND AIMS

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.

JUSTIFICATION AND EVIDENCE

The rural location of the village of Eye is what has attracted a lot of people to live here. In all consultations residents commented that they wanted the natural features and habitats to be protected to retain the rural landscape and the close access to green spaces that they currently enjoy. This policy has been developed to put such protections in place.

COMMUNITY FEEDBACK

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 rural setting and access to green spaces was highlighted as a good thing about the village in the survey carried out in January 2023. In the detailed survey carried out in 2024, over 90% of respondents said that it was very or extremely important to retain the countryside surrounding the village. Over 80% of respondents indicated that the Neighbourhood Plan should have policies that maintain or improve the existing green spaces. A majority of respondents also supported minimising noise and light pollution and protecting the local landscape.

NPPF ALIGNMENT

POLICY EN1 – Landscape and natural features

- Strongly aligned with NPPF Chapter 15 (Conserving and enhancing the natural environment), which requires planning policies to protect and enhance valued landscapes, sites of biodiversity or geological value, and soils, and to recognise the intrinsic character and beauty of the countryside.
- The requirement to avoid significant harm unless no alternatives exist, and mitigation is provided reflects the mitigation hierarchy in NPPF (avoid → mitigate → compensate).

- References to green spaces and locally important views are consistent with NPPF’s emphasis on local distinctiveness and landscape character.

POLICY EN2 – Minimising noise and other pollution

- Matches NPPF paragraph 185, which states that planning policies should mitigate and reduce to a minimum potential adverse impacts resulting from noise from new development and avoid significant adverse impacts on health and quality of life.
- The inclusion of noise impact assessments and mitigation during construction and operation aligns with NPPF’s requirement for appropriate location and design to prevent unacceptable pollution levels.

POLICY EN3 – Preservation and restoration of key local habitats

- Fully consistent with NPPF’s requirement to minimise impacts on and provide net gains for biodiversity, including creating coherent ecological networks and incorporating features for priority species (e.g., bats).
- The habitat management plan and wildlife impact assessment reflect NPPF’s strategic approach to biodiversity and the mandatory Biodiversity Net Gain (BNG) requirement introduced under the Environment Act (10% net gain over 30 years).

POLICY EN4 – Green wedge protection

- While NPPF does not explicitly mention “green wedges,” it strongly supports recognising the intrinsic character and beauty of the countryside and preventing encroachment into open land (similar to Green Belt purposes).
- Local green wedge policies are considered consistent with NPPF as a local designation to prevent settlement coalescence and maintain countryside setting.

POLICY EN5 – Protection of trees

- Directly aligns with NPPF paragraph 136 and 186, which require retention of existing trees wherever possible, tree-lined streets, and refusal of development that would result in the loss of irreplaceable habitats such as ancient woodland or veteran trees, unless wholly exceptional reasons exist.
- The requirement for a tree survey and arboricultural impact assessment reflects best practice under NPPF and BS5837 standards.

POLICY EN6 – Reducing carbon footprint

- Supports NPPF Chapter 14 (Meeting the challenge of climate change), which now explicitly requires planning to support the transition to net zero by 2050 and encourages tree planting and green infrastructure to mitigate climate impacts.
- The inclusion of native woodland and street trees aligns with NPPF’s emphasis on climate resilience, carbon sequestration, and biodiversity enhancement.

Overall assessment

This policy strongly aligns with NPPF principles on:

- Landscape and countryside protection
- Pollution control
- Biodiversity net gain
- Tree retention and planting

- Climate change mitigation and adaptation

This policy goes beyond minimum NPPF requirements by specifying detailed local measures (e.g., habitat management plans, green wedge designation, carbon-neutral woodland planting), which is encouraged under NPPF for local distinctiveness.

LOCAL PLAN ALIGNMENT

POLICY EN1 – Landscape and natural features

- The Local Plan includes policies to protect and enhance the natural and historic environment, including designated Local Green Spaces, nature reserves, and important views.
- The Green Infrastructure and Biodiversity SPD (2019) reinforces the need to safeguard landscape character and ecological networks during development.
- The policy’s emphasis on avoiding harm unless no alternatives exist mirrors the Local Plan’s approach to mitigation hierarchy and maintaining local distinctiveness.

POLICY EN2 – Minimising noise and other pollution

- The adopted Local Plan and associated development management policies require proposals to avoid unacceptable levels of noise, air, and light pollution, particularly near sensitive receptors.
- The Local Plan references national standards and expects impact assessments for noise and air quality where relevant, aligning with this policy’s requirement for noise impact assessments and mitigation during construction and operation.

POLICY EN3 – Preservation and restoration of key local habitats

- Strongly aligned with the Local Plan’s biodiversity policies and the Green Infrastructure and Biodiversity SPD, which require developments to protect existing habitats, deliver biodiversity net gain, and create ecological connectivity.
- The Local Plan supports habitat creation and enhancement, and the Biodiversity Strategy (2018) sets out objectives for wildlife corridors, habitat restoration, and net gain, consistent with our habitat management plan and wildlife protection measures.

POLICY EN4 – Green wedge protection

- The Local Plan designates Green Wedges as strategic open spaces to prevent settlement coalescence and maintain countryside character.
- The Eye ‘green wedge’ is not a formal Local Plan designation but this policy is, nevertheless, fully consistent with Local Plan objectives. Our Plan recognises major local concern about potential encroachment.

POLICY EN5 – Protection of trees

- The Local Plan and Tree & Woodland Strategy require retention of existing trees and woodland, and the Tree Conservation By-law regulates removal and mandates replacement planting.
- The requirement within this policy for tree surveys and arboricultural impact assessments aligns with Local Plan expectations and best practice under BS5837.

POLICY EN6 – Reducing carbon footprint

- The Local Plan and Climate Change Action Plan 2.0 (adopted April 2025) commit to net zero by 2050, promoting tree planting, green infrastructure, and carbon sequestration measures.

- Our policy for native woodland creation and street trees supports these objectives and complements the Local Plan’s emphasis on urban forestry and carbon capture as part of climate resilience.

Overall assessment

Our policy strongly align with Peterborough Local Plan priorities, particularly on:

- Natural environment and landscape protection
- Pollution control
- Biodiversity net gain and habitat connectivity
- Green wedge safeguarding
- Tree conservation and urban greening
- Climate change mitigation and carbon neutrality

They provide additional local detail and enforceability, which strengthens compliance with both the adopted Local Plan and emerging draft policies.

7. MONITORING REVIEW

8. ACKNOWLEDGMENTS

The members and officers of Eye Parish Council

The members of the Eye Neighbourhood Plan Steering Committee

Local Council Consultancy.

Officers in the Planning Department of Peterborough City Council.

Locality.

The people of Eye.

9. REFERENCES

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 Country Planning Act, 1990.

The Localism Act, 2011.

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

ACRE

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

10. APPENDICES

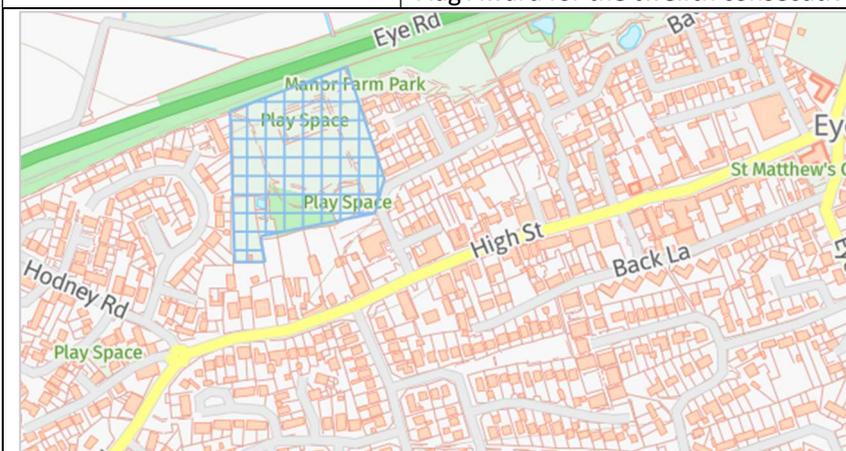
Appendix A : Designated green spaces

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

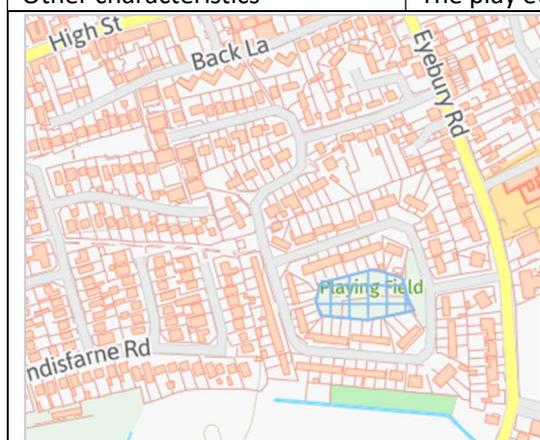
Name of Local Green Space	Lindisfarne Road Recreation Ground
Proximity to the community	This almost 6-acre site lies on the southern edge of the village outside the village envelope with residential streets on its northern boundary. It consists mainly of a grassed field but also has a single storey building, 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.
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	The Meadows at the rear of the Bath Road estate

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	Millport Drive play area
	

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.
	

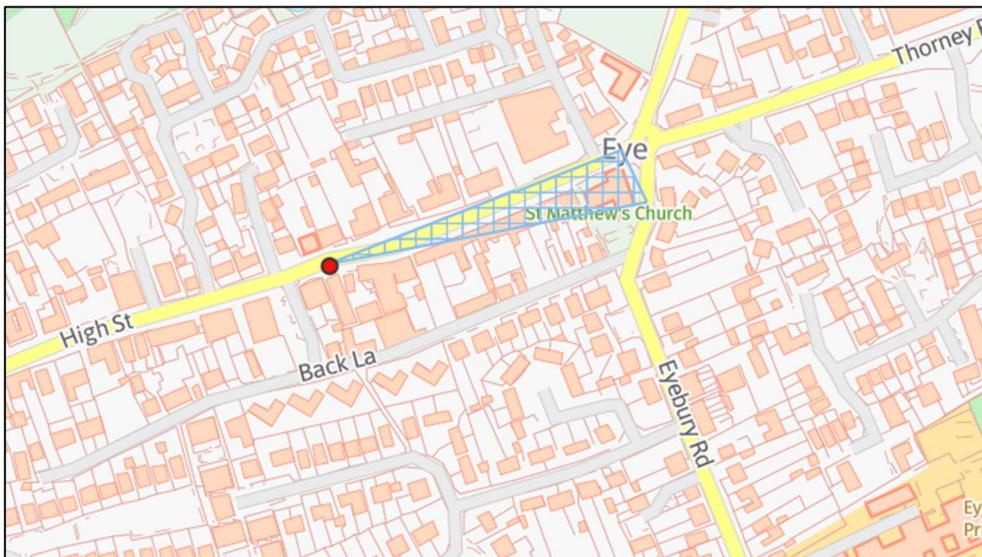
Name of Local Green Space	Northam Close play area
Proximity to the community	This space lies towards the northern end of the parish, on Northam Close in Eye Green.
Demonstrably special to the community	Due to its location in Eye Green, it is an important space for residents at that end of the parish 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

Eye contains a number of views that important for local character and valued by the community. The views of open countryside across a clear separation of Eye from the city and neighbouring communities are vital to the enjoyment of rural footpaths and the rural character of Eye.

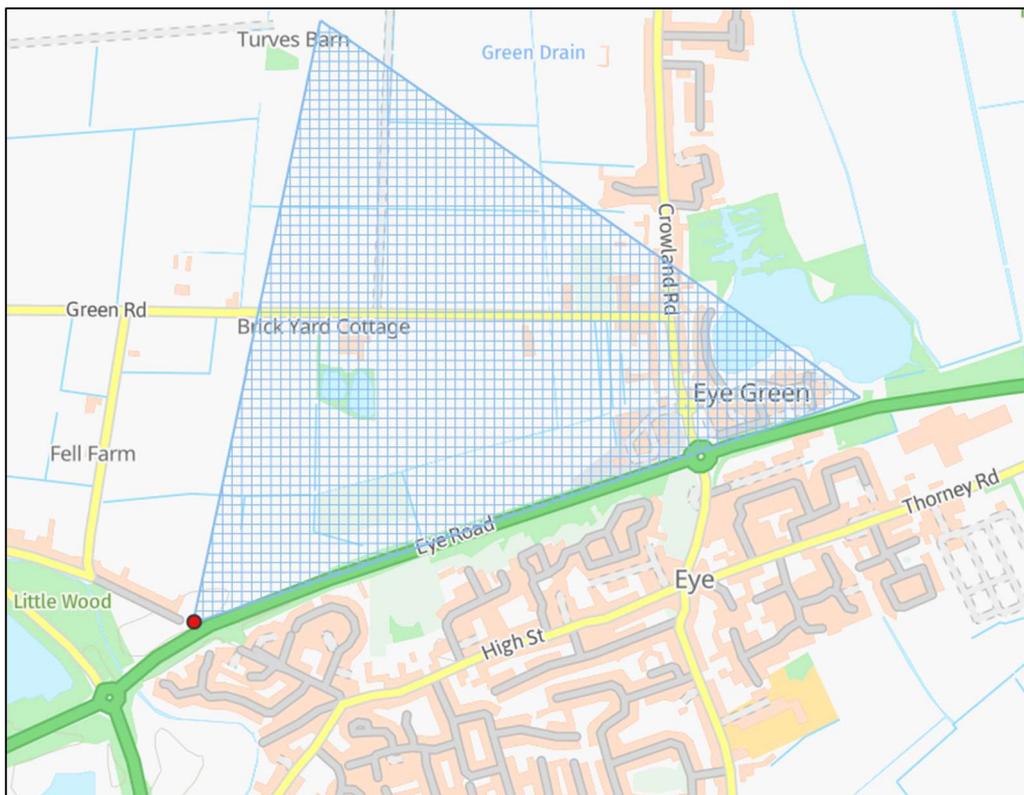
B.1 View of the church from the High Street

A view at the heart of the village, taking in part of the conservation area and the church. This view captures some of the most historic parts of the village, including buildings that are listed due to their age and character. The church is an important focal point for the village, and this view framing it within the village's historic context enhances that status.



B.2 Northeast over open farmland from Hodney Road

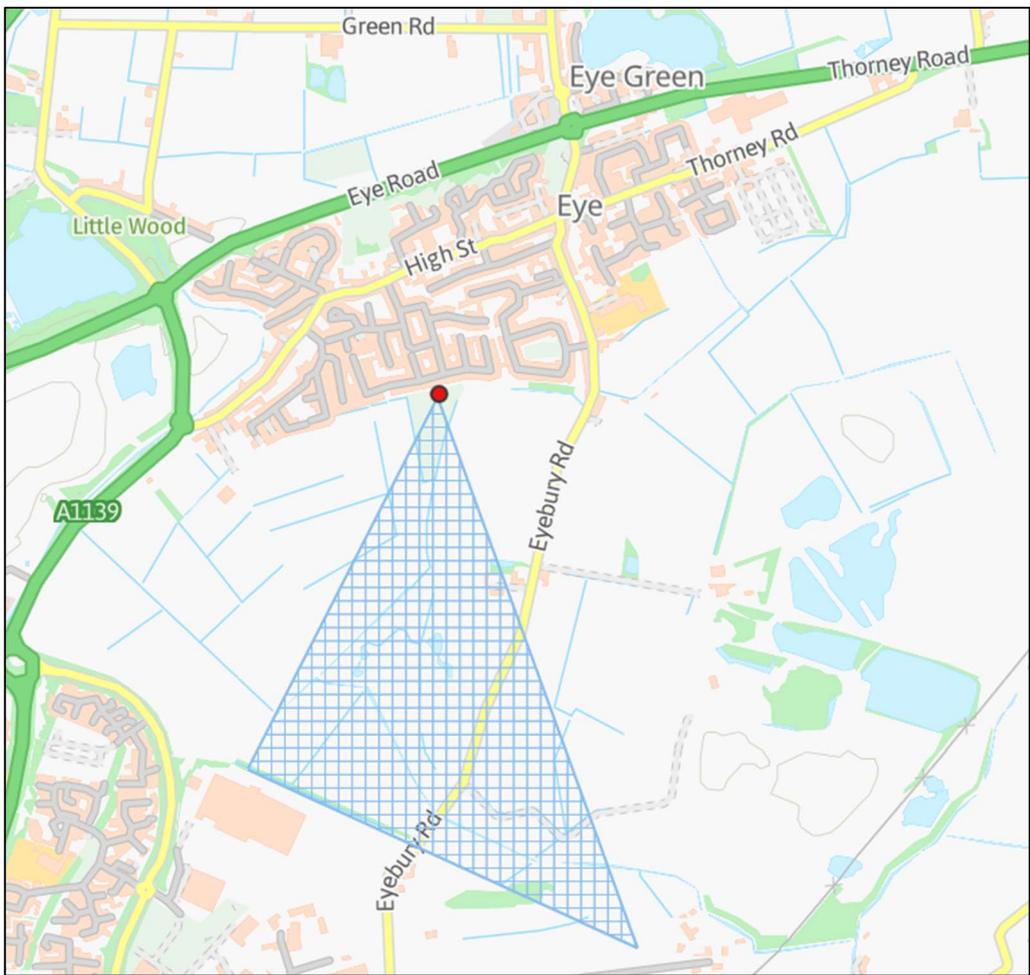
This view captures the open farmland to the northeast of the village, looking towards Crowland Road and the Eye Green Nature Reserve. It is an important rural outlook that reinforces Eye's identity as a village, distinct from the surrounding urban expansion. The green space also provides a valuable setting for wildlife and nature, contributing to the character and biodiversity of the area.



B.3 View south over the recreation ground and open countryside

This view captures the countryside to the south of the village, beyond the boundary of the recreation ground. It is an important rural outlook that reinforces Eye's identity as a village, distinct from the

surrounding urban expansion. The green space also provides a valuable setting for wildlife and nature, contributing to the character and biodiversity of the area.



B.4 View across the green wedge towards Oxney Grange and Barn

This view looks across open countryside towards Oxney Grange and Barn, which are Grade II* listed. It is an important outlook because it combines the rural landscape with the presence of historic buildings that

embody the village's heritage. The scene reinforces Eye's identity as a rural settlement while also highlighting the architectural and cultural value of these landmark structures within their natural setting.

