

Update September 2026



St Ives Said NO to Developing the Cattle Market

More than 1,000 residents attended the consultation on 19 August and overwhelmingly rejected Capital & Centric's proposal to turn the Cattle Market car park into a modern "leafy piazza" with a 4–5 storey block of flats and private leisure facilities. A further 200+ residents attended the extraordinary Town Council meeting, with many more submitting written objections.

The Cattle Market is part of our heritage — from the gate lodges and railings to the bullockhead plaques, cobbles and tiles, and the Octagon building. Conservation listing is now being sought to protect these historic features.

The car park is also a vital town asset: accessible parking for shoppers and visitors, the bus station, markets, fairs, and a gateway for tourists. Replacing it with housing in the middle of our conservation area is highly inappropriate.

HDC has not yet explained who authorised over £1 million of project spending. An enquiry will take place this autumn.

Before the consultation, we met with Capital & Centric to challenge the proposal, ask key questions, and offer the town's own aspirations. Our FoRSIT group also raised concerns about the lack of scrutiny and why developers were asked for a "vision" when the town already has one.

We supported the Town Council in rejecting the proposal and urged HDC to work with residents to create a plan based on St Ives' own needs and heritage, not a developer's template. The Council Leader has indicated openness to this — so we watch this space.

The Old Barclays Bank Eyesore

The derelict former Barclays Bank site on Market Hill has now been an eyesore for four years — and it has become a health and safety hazard. The scaffolding is visibly unstable, and our recent photographs attracted press interest from *The Hunts Post* and *Cambridge Live*.

A little research revealed that the bank still owns the site after both contractors went into administration. Because the structure extends into the highway, CCC Highways is responsible for ensuring it is safe. We pushed them to issue a Safety Notice requiring urgent remedial work, and asked HDC's Planning Committee to ensure regular inspections take place.

We are grateful that the Town Council wrote firmly to HDC's Planning Committee. The deadline for action was 23 September 2026. Although some groundfloor windows have now been installed along White Hart Passage, the wobbly scaffolding remains.

There is still no apology to pedestrians for the inconvenience, no contact number displayed for public concerns, and the structure continues to pose a real safety risk — right in the centre of our conservation area.

We are pursuing this and will keep the town updated.

Challenging HDC's Local Plan

HDC's draft Local Plan requires 32,200 new homes by 2046. Around 4,400 have already been built, leaving 27,300 still to be delivered from 2025 onwards. This would create a huge ribbon of development from Huntingdon Racecourse to Giffords Farm — the size of a new town, but without the services a new town needs.

HDC has published infrastructure evidence — an Infrastructure Readiness Report, an Infrastructure Delivery Study and a Water Cycle Study — but none of it adds up the *combined* impact of the six major sites planned along the A141 corridor. And the Plan doesn't tie new homes to infrastructure actually being delivered first: it allows building to proceed without binding guarantees that roads, drainage, GP surgeries and schools will keep pace with the number of new residents.

We've asked CCC and Anglian Water what modelling has been done to support roads, drainage, sewage, flood management, surgeries and schools. We've also asked our MP to raise why the National Planning Policy Framework doesn't require councils to assess this kind of cumulative regional impact.

HDC's Overview & Scrutiny Panel Chair confirmed that questioning the cumulative infrastructure modelling behind the Plan falls squarely within the Panel's role in checking the Council's plan readiness — and encouraged us to put these points, with full evidence, through the Regulation 19 consultation, since only those representations go directly to the Planning Inspector.

We've now appointed a Planning Consultant to support us, and we're working with the North Huntingdonshire Impact Group to call on HDC to pause the Local Plan until proper infrastructure planning is in place. We will keep pushing for action and update you on progress.