



Development Management Committee – 19th October 2026

Application Number: 26/01169/S73

Proposal: Variation of condition 8 (deliveries and dispatches) of 25/02081/S73 to alter delivery/collection times on weekdays to 04:00 to 20:00 and 07:00 to 13:30 on Saturdays to reflect the operational requirements of the site

Location: The Orchard, Garden Farm, The Town, Great Staughton, St Neots, PE19 5BE

Applicant: Zantra Properties Ltd / Agrovista Uk Ltd

Agent: Mr Alan Brown

Case Officer: Charlotte Dew

Parish: Great Staughton

Reason for Referral: Cllr Call in and parish council objection contrary to officer recommendation

Committee Date: 19th October 2026

EXECUTIVE SUMMARY OF PROPOSALS AND RECOMMENDATION

RECOMMENDATION: GRANT PERMISSION SUBJECT TO CONDITIONS WITH DELEGATED AUTHORITY TO THE HEAD OF PLANNING, INFRASTRUCTURE & PUBLIC PROTECTION TO APPROVE ANY AMENDMENTS TO CONDITIONS AS DEEMED NECESSARY.

Proposal

This proposal seeks planning permission for the variation of Condition 8 (Deliveries and Dispatches) attached to planning permission ref. 25/02081/S73 to amend the approved delivery and collection hours. The proposed hours are 04:00 to 20:00 on weekdays and 07:00 to 13:30 on Saturdays, reflecting the operational requirements of the site at The Orchard, Garden Farm, The Town, Great Staughton, St Neots, PE19 5BE.

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Planning permission for the erection of a warehouse and office development, including ancillary landscaping, was originally granted on 31 August 2018 under application ref. 17/00764/FUL. Subsequent Section 73 applications have been approved to vary conditions relating to the approved plans and delivery/dispatch hours, including application refs. 24/02336/S73 and 25/02081/S73. The warehouse and office development benefits from extant planning permission.

The current application seeks only to amend the delivery and collection times secured by Condition 8. No physical alterations to the approved development are proposed. No objections have been received from the Council's technical consultees, including Environmental Health and the Highway Authority, in relation to the proposed changes to the delivery and collection hours.

Consultations

The following consultees have raised **no objections** to the application:

- Highways Officers, Environmental Health Officers, Archaeology and Conservation Officer and Lead Local Flood Authority.

The following consultees have raised **objections** to the application:

- Parish Council, Ward and County Cllrs

Sixteen letters of objection have been received.

Conclusion

The application has been assessed against the relevant policies in the NPPF, the adopted Local Plan and other relevant guidance as listed in detail at Section 8 of the report.

The key issues arising from the application are:

- The principle of development
- Impact on neighbour amenity
- Highways

The report looks into the key planning issues in detail, and Officers conclude that the proposal is acceptable subject to conditions.

Members are advised that the above is a summary of the proposals and key issues contained in the main report below which provides full details of all consultation responses, planning policies, the Officer's assessment and recommendations, and Members are advised that this summary should be read in conjunction with the detailed report.

MAIN REPORT

1 APPLICATION SITE AND LOCALITY

- 1.1 This application relates to a parcel of land (approximately 0.76ha) within the wider site of Garden Farm, Great Staughton. This Section 73 application seeks to vary condition 8 attached to planning permission 25/02081/S73, which was originally permitted under application ref 17/00764/FUL, for the "Proposed warehouse/office development including ancillary landscaping" at The Orchard, Garden Farm, The Town, Great Staughton, St Neots PE19 5BE.

2 DESCRIPTION OF PROPOSED DEVELOPMENT

- 2.1 Condition 9 of planning permission 17/00764/FUL states that no deliveries or dispatches to or from the development shall take place outside the following hours:
a) 23:00 to 07:00 Monday to Friday
b) 07:00 to 13:30 on Saturdays
No deliveries or dispatches shall take place on Sundays or Public Holidays.
The condition was imposed in the interests of safeguarding the amenities of nearby residential occupiers.
- 2.2 Subsequently, planning permission 24/02336/S73 was granted to vary the delivery and dispatch hours. Condition 8 of that permission states that no deliveries or dispatches to or from the development shall take place outside the following hours:
a) 07:00 to 23:00 Monday to Friday
b) 07:00 to 13:30 on Saturdays
No deliveries or dispatches shall take place on Sundays or Public Holidays.
The condition was imposed in the interests of safeguarding the amenities of nearby residential occupiers.
- 2.3 The variation approved under application 24/02336/S73 corrected an error within the wording of Condition 9 attached to permission 17/00764/FUL. Whilst the Environmental Health Officer had recommended restrictions to prevent deliveries occurring during overnight periods, the wording of the original condition inadvertently restricted deliveries to overnight hours only. Given that the purpose of the condition was to protect the amenities of neighbouring residents from disturbance associated with delivery and dispatch movements, the condition was amended to ensure deliveries were confined to daytime hours on weekdays and Saturdays,
- 2.4 This application seeks to vary Condition 8 (Deliveries and Dispatches) attached to planning permission 25/02081/S73 to amend the approved delivery and collection hours to 04:00 to 20:00 on weekdays. The approved Saturday delivery and collection hours of 07:00 to 13:30 would remain unchanged. Whilst the weekday delivery period would commence three hours earlier and conclude three hours earlier, the overall duration would remain unchanged at 16 hours. The amendment is sought to reflect the operational requirements of the business.

- 2.5 Officers have scrutinised the submission and have familiarised themselves with the site and surrounding area.

3 RELEVANT PLANNING HISTORY

- 3.1 The following planning history is considered relevant to the current proposal:
- 25/02081/S73- Variation of Condition 1 (Approved plans) for 24/02336/S73 relating to Condition 2 for permission 17/00764/FUL S73 approval - 24/02336/S73 -Permitted 28.01.2026
 - 24/01862/AGDET- Erection General Purpose Agricultural Shed-Prior approval not required 07.11.2024.
 - 24/02336/S73-Variation of Condition 2 (Approved plans) and Condition 9 (Hours of deliveries or dispatches) for 17/00764/FUL- Permitted 25.02.2025
 - 19/80326/COND- Conditional Information for 17/00764/FUL: C3 (SWD scheme), C4 (maintenance of SWD), C5 (Foul Water Strategy), C6 (WSI Archaeology), C7 (Landscape management plan)- Discharged 09.12.2019
 - 17/00764/FUL- Proposed warehouse/office development including ancillary landscaping-Permitted 31.08.2018
 - 16/00799/FUL- Change of Use from Agricultural Barn to B2 (workshop/motor repairs) and other associated work- Permitted 08.06.2016
 - 1200153FUL- Change of use of existing building to a micro brewery from class (B8) to class (B2)-Permitted 15.05.2012
 - 1100308FUL- Change of use of existing agricultural building to storage of agricultural products, formation and landscaping of new access to highway and garden cottage- Permitted 21.07.2011

4 RELEVANT PLANNING POLICY AND GUIDANCE

Statutory Duty

- 4.1 Planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise.

RESPONSE TO CONSULTATION

- 4.2 Below is a summary of the consultation responses received at the time of writing this report. Responses are available to view in full on the Council's website.

Consultee Name	Position	Comment
Parish Council	No objection.	Great Staughton Parish Council objects to the application on the grounds that bringing weekday delivery and dispatch hours forward to 04:00 would result in unacceptable harm to residential amenity, contrary to Policy LP14 of the Huntingdonshire Local Plan to 2036 and Policy GSNP17 of the

		Great Staughton Neighbourhood Plan. The Parish Council considers that the existing delivery restrictions were imposed to protect nearby residents and the rural character of the area, and that no evidence has been provided to demonstrate that the current arrangements are acceptable. Concerns are also raised regarding noise, disturbance, vibration and HGV movements during early morning hours, together with the potential impact on rural tranquillity, highway safety and the operation of the local road network. The Parish Council therefore considers that the proposal would undermine the planning balance previously struck when permission was granted and requests that the application be refused.
Cambridgeshire County Council Highways	No objection.	The changes to the delivery and collection times do not impact on the site access or the number of vehicle movements. Therefore, no significant adverse effect upon the Public Highway should result from this proposal should it gain benefit of Planning Permission. The Local Highway Authority raises no objections to the proposed variation of condition 8 (deliveries and dispatches).
Conservation Officer	No objection.	The variation of Condition 8 (deliveries and dispatches) has no heritage implications and therefore I have no comment for this application.
Environmental Health Officer	No Objection.	Our main concern relates to any potential increase in noise levels associated with the proposed development. The application does not make it clear whether there has been, or will be, an increase in vehicle movements following Agrovista UK Ltd's acquisition of Zantra Ltd in 2025. Nevertheless, I note that the nearest residential receptors are Garden Farm, which

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		appears to be associated with the Agrovista business. Other noise-sensitive receptors are located along The Town and would already be subject to typical road traffic noise. On this basis, Environmental Health has no objection to the proposed variation of condition.
Lead Local Flood Authority	No objection.	The application does not appear to have any surface water flood risk or drainage implications therefore we have no comments to make.
Historic England	No comment	
Environment Agency	No comment	
Archaeological Officer	No objection.	Thank you for the consultation with regards to the archaeological implications of the above referenced application. There are no archaeological considerations and we have no comments.
Ward Cllr	Objection	The Ward Member objects to the application and has requested that it be referred to the Development Management Committee. The objection is based on concerns that permitting deliveries and collections from 04:00 would introduce additional noise, disturbance and lighting impacts during sensitive early morning hours, resulting in harm to residential amenity. Concerns are also raised regarding potential conflicts with Policy LP14 of the Huntingdonshire Local Plan and the implications of early morning HGV movements for highway safety. The Ward Member considers that the proposal is of significant public interest and warrants determination by Committee.
County Cllr	Objection	The proposed amendment to Condition 8, allowing deliveries and dispatches between 04:00 and 20:00 on weekdays, would result in increased noise, disturbance, vibration and vehicle movements

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		during sensitive early morning hours, causing harm to the amenities of neighbouring residents contrary to Policy LP14 of the Huntingdonshire Local Plan to 2036. The Cllr also notes that, as the development has not yet become operational, no evidence has been provided to demonstrate a need for the revised delivery hours and considers that the existing restrictions should remain in place to protect the living conditions and quality of life of nearby occupiers.
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5 RESPONSE TO PUBLICITY

5.1 Below is a summary of the third party and neighbour responses received at the time of writing this report.

5.2 There have sixteen number of objections to the proposal. The following concerns are raised by objectors as summarised:

- Concerns that deliveries from 04:00 would cause unacceptable noise, vibration and sleep disturbance to nearby residents.
- Numerous reports that existing HGV movements already cause homes, including older and listed buildings, to shake.
- Objections that HGV noise, air brakes, reversing alarms and loading activities would be particularly harmful during early morning hours.
- Concerns that the proposal would harm the tranquillity and rural character of Great Staughton and its conservation area.
- Claims that local roads are narrow, unsuitable for HGVs and already experience congestion, conflicts and highway safety issues.
- Concerns that HGVs frequently exceed the 20mph speed limit, increasing noise, vibration and safety impacts.
- Objections that increased vehicle movements could damage roads, historic buildings and residential properties.
- Concerns that the development has expanded beyond what was originally envisaged and now operates more as an industrial/logistics facility.
- Concerns that Agrovista's acquisition of Zantra may lead to a greater scale of operation than originally assessed.
- Objections that the original delivery restrictions were imposed to protect residential amenity and that circumstances have not changed to justify their removal.
- Concerns that the site has not yet been fully operational and no evidence has been provided to demonstrate a need for extended delivery hours.
- Concerns over adverse impacts on residents' health, wellbeing and quality of life.
- Some objections raise concerns regarding light pollution, visual impacts and insufficient screening.

- Residents consider the proposal contrary to Policy LP14 and national planning policies that seek to protect residential amenity.
- Overall view that the existing delivery hours should remain in place to protect local residents and the rural environment.

6 APPRAISAL

- 6.1 This application seeks to vary Condition 8 (Deliveries and Dispatches) of planning permission 25/02081/S73 to amend the approved delivery and collection hours. The proposed hours are 04:00 to 20:00 on weekdays and 07:00 to 13:30 on Saturdays, reflecting the operational requirements of the site. Whilst the weekday delivery period would be brought forward by three hours, the overall duration would remain unchanged at 16 hours. No changes are proposed to the approved Saturday delivery and collection hours, with a continued restriction of no deliveries on Sundays and Bank Holidays.
- 6.2 The Planning Practice Guidance (PPG) notes that there are instances where new issues may arise after planning permission has been granted, which require modification of the approved proposals. It advises where these modifications are fundamental or substantial, a new planning application will be required. Where less substantial changes are proposed a non-material amendment application can be submitted, or a S73 application where there is a relevant condition that can be varied.
- 6.3 The PPG advises that "Where an application under section 73 is granted, the effect is the issue of a new planning permission, sitting alongside the original permission, which remains intact and unamended. A decision notice describing the new permission should be issued, setting out all of the conditions related to it. To assist with clarity, decision notices for the grant of planning permission under section 73 should also repeat the relevant conditions from the original planning permission unless they have already been discharged". As a section 73 application cannot be used to vary the time limit for implementation, this condition must remain unchanged from the original consent.
- Principle of development
- 6.4 Planning permission for the warehouse and office development, together with associated landscaping works at The Orchard, Garden Farm, The Town, Great Staughton, St Neots, PE19 5BE, was originally granted under application reference 17/00764/FUL.
- 6.5 Since the grant of that permission, a number of Section 73 applications have been approved to amend the development, most recently under application references 24/02336/S73 and 25/02081/S73.
- 6.6 The current application seeks planning permission under Section 73 of the Town and Country Planning Act 1990 to vary Condition 8 (Deliveries and Dispatches) attached to planning permission 25/02081/S73.

- 6.7 The principle of the warehouse and office development at the site has been established through the grant of planning permissions 17/00764/FUL, 24/02336/S73 and 25/02081/S73. The current proposal relates solely to the amendment of the approved delivery and collection hours and does not alter the nature, scale or extent of the approved development.
- 6.8 No changes are proposed to the approved arrangements relating to access, drainage, biodiversity, lighting, landscaping or the external appearance of the buildings. All other aspects of the development would remain as previously approved under planning permission 25/02081/S73, with the only amendment being the introduction of earlier weekday delivery and collection hours, resulting in the delivery period commencing three hours earlier than currently permitted.
- 6.9 As confirmed in decisions 24/02336/S73 and 25/02081/S73, officers concluded that "a lawful start was made before the application's expiry." Officers are therefore satisfied planning permission 17/00764/FUL is extant.

Highways

- 6.10 Details submitted in support of the original application 17/00764/FUL indicated that, in a worst-case scenario, the approved warehouse and office development would generate approximately 194 two-way vehicle movements per day, including 37 HGV movements.
- 6.11 The planning history of the site is also a material consideration. Planning permission 1100308FUL permitted the change of use of an existing agricultural building for the storage of agricultural products, together with the formation and landscaping of a new access and Garden Cottage. The Transport Assessment submitted in support of application 17/00764/FUL confirmed that the lawful use of the site under permission 1100308FUL was capable of generating approximately 673 two-way vehicle movements per day.
- 6.12 The submitted assessment further concluded that the approved warehouse and office development under 17/00764/FUL would result in a traffic increase of approximately 22.3% when compared with the previously permitted agricultural storage use.
- 6.13 Therefore, when considering the current proposal, it is important to recognise that the principle of vehicle movements associated with the site has long been established through previous permissions. Furthermore, the current Section 73 application does not seek to increase the volume of traffic generated by the approved development and relates solely to the timing of delivery and collection times.
- 6.14 During the determination of application ref 17/00764/FUL, Cambridgeshire County Council Highways raised no objection to the proposal. The Highway Authority advised that the surrounding highway network was capable of accommodating the type and level of traffic associated with the development and already experienced HGV movements associated with both the site and surrounding agricultural operations. It was therefore concluded that there were

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no sustainable grounds on which to resist the development on highway safety grounds. The Highway Authority also acknowledged the site's rural location and noted that, given the absence of footway provision in the area, it would be unreasonable to require pedestrian or cycling infrastructure as part of the proposal.

- 6.15 The current application, which seeks to amend the approved weekday delivery and collection hours, is supported by a Statutory Declaration. This legally binding document confirms that the proposed amendment would not result in any increase in the traffic generation associated with the permitted warehouse and office development.
- 6.16 It is acknowledged that objections have been received from third parties, the Parish Council and the local Ward Member regarding the traffic implications of the proposal. However, the application does not seek to increase the scale of the approved development or the number of vehicle movements generated by the site. The submitted Statutory Declaration confirms that traffic levels would remain unchanged, and it is noted that the Highway Authority previously concluded that the approved development would not give rise to unacceptable highway safety impacts.
- 6.17 The Local Highway Authority has been consulted on the current application and has confirmed that the proposed changes to the delivery and collection hours would not affect the site access arrangements or increase vehicle movements associated with the development. Accordingly, the Highway Authority considers that the proposal would not result in a significant adverse impact on the public highway and has raised no objection to the variation of Condition 8 (Deliveries and Dispatches).
- 6.18 Having regard to the comments of the Local Highway Authority, the supporting Statutory Declaration, and the fact that the proposal would not result in any increase in traffic generation, the amendment to the approved delivery and collection hours is not considered to give rise to an unacceptable impact on highway safety or the operation of the local highway network. Accordingly, no objection is raised on highway grounds.
- 6.19 Policy GSNP 17 (Road Safety and Parking) of the Great Staughton Neighbourhood Plan states that development proposals for non-residential development and new dwellings will be assessed having regard to their impact on road safety. The policy advises that proposals which would result in an unacceptable adverse impact on road safety, including B2 and B8 development without direct access to a B-Class road, should be resisted.
- 6.20 In this case, the proposal relates solely to an amendment to approved delivery and collection hours and would not alter the existing access arrangements, increase traffic generation, or otherwise prejudice highway safety. For the reasons set out above, Officers are satisfied that the proposal would not have an adverse impact on road safety and therefore accords with Policy GSNP 17 of the Great Staughton Neighbourhood Plan.

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- 6.21 Accordingly, the proposal is considered to comply with Policy LP17 of the Huntingdonshire Local Plan to 2036, Policy GSNP 17 of the Great Staughton Neighbourhood Plan and National Decision-Making Policy TR6: Assessing transport impacts of the National Planning Policy Framework 2026.

Neighbour Amenity

- 6.22 As set out above, an error occurred during the determination of application reference 17/00764/FUL, whereby the wording of Condition 9 inadvertently permitted deliveries during overnight hours rather than restricting them to daytime hours as originally intended. Consequently, the permission as issued allows deliveries to take place during nighttime periods.
- 6.23 Whilst planning permission was subsequently granted under application 24/02336/S73 to rectify this drafting error and impose delivery hours consistent with the Local Planning Authority's original intention, significant weight must be given to the lawful fallback position. As a result of the historic error, the applicant would retain the ability to operate under the terms of the original permission, which permits deliveries during overnight periods.
- 6.24 Further weight is afforded to the planning history of the site, which includes permission for the change of use of an existing agricultural building to the storage of agricultural products, together with the formation of a new access and landscaping works (ref. 1100308FUL). That permission did not impose any restrictions on operational hours, indicating that unrestricted operations on the site have previously been considered acceptable in planning terms.
- 6.25 Third party concerns have been carefully considered by officers. However, it is important to note that the application does not seek to increase the scale of the approved development, intensify the authorised use, or increase the number of vehicle movements associated with the site. Rather, the proposal seeks only to amend the timing of deliveries and collections. The impacts of the proposal must therefore be assessed in the context of the established lawful use of the site and the extant fallback position, which already permits deliveries during overnight hours.
- 6.26 It is acknowledged that the proposed variation has generated a significant number of objections from local residents, predominantly relating to concerns over noise, vibration and disturbance associated with Heavy Goods Vehicle (HGV) movements, particularly during the early morning period. Concern has also been expressed regarding the potential impact on the character of Great Staughton and the living conditions of nearby occupiers.
- 6.27 Officers recognise the concerns raised and acknowledge that HGV movements have the potential to generate noise and vibration. However, it is important to note that this Section 73 application does not seek to increase the scale of the approved development, expand the floorspace, intensify the authorised use or increase the number of vehicle movements associated with the site. Instead, the application seeks only to amend the approved delivery and collection hours

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by extending the weekday commencement time from 07:00 to 04:00, representing a three-hour shift in the permitted delivery window.

- 6.28 In assessing the impact of the proposal, significant regard has been had to the fallback position. Should the current application be refused, deliveries could nevertheless continue during overnight periods under the terms of the original permission due to the drafting error identified above. Consequently, the proposed delivery hours must be assessed in the context of what could already lawfully occur at the site.
- 6.29 Furthermore, the proposal would not result in additional traffic generation above that already associated with the approved development. During consideration of the original planning application, Cambridgeshire County Council Highways advised that the traffic impacts arising from the development would not be severe, noting that the scale of development and associated trips could not be considered significant. No objection has been raised by the Highway Authority in respect of the current proposal.
- 6.30 The site is also located at a considerable distance from the main built-up area of Great Staughton. The closest residential property is Garden Farm Cottage, located approximately 150 metres from the site, whilst the main concentration of residential development within Great Staughton lies approximately 1 kilometre to the east, albeit with a small number of sporadic dwellings located along Great Staughton Road between the site and the village.
- 6.31 It is acknowledged that vehicles associated with the development may travel through Great Staughton when accessing the wider highway network. However, the application does not seek to increase the number of HGV movements already associated with the lawful use of the site. Consequently, any disturbance arising from traffic movements would largely relate to the timing of those movements rather than a material increase in their frequency.
- 6.32 The Environmental Health Officer has carefully considered the proposal and raises no objection. In reaching this conclusion, the Officer noted that the application does not clearly demonstrate whether the acquisition of Zantra Ltd by Agrovista UK Ltd has resulted in any increase in vehicle movements. As detailed above, the application is accompanied with a Statutory Declaration. This legally binding document confirms that the proposed amendment would not result in any increase in the traffic generation associated with the permitted warehouse and office development.
- 6.33 Nevertheless, Environmental Health recognised that the nearest receptors are limited in number and that dwellings located along The Town are already subject to background road traffic noise. On this basis, no unacceptable impact on residential amenity was identified.
- 6.34 Whilst the concerns raised by local residents are noted and given due consideration, the absence of any technical objection from Environmental Health or the Highway Authority attracts significant weight. Officers have not

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been presented with substantive evidence demonstrating that the proposed amendment would result in noise, vibration or disturbance of such a magnitude as to cause significant harm to residential amenity.

- 6.35 Having regard to the lawful fallback position permitting overnight deliveries, the limited nature of the proposed amendment, the absence of any increase in approved traffic generation, the separation distances between the site and the majority of residential receptors, and the conclusions of the Council's technical consultees, officers are satisfied that the proposal would not give rise to an unacceptable impact upon the living conditions of neighbouring occupiers.
- 6.36 In addition to concerns relating to noise and vibration, third parties have raised concerns regarding the potential impact of the proposed extended operating hours on external lighting levels. Whilst these concerns are acknowledged, it is noted that the existing operation is already capable of functioning during hours of darkness, particularly during the winter months when daylight hours are reduced. As such, it is not considered that the proposed changes to operating hours would, in themselves, result in a material increase in external lighting impacts.
- 6.37 Notwithstanding this, to safeguard the amenity and to ensure that any future lighting proposals are appropriately assessed, Officers recommend the imposition of a condition requiring that no additional external lighting be installed on the site without the prior written approval of the Local Planning Authority.
- 6.38 Accordingly, the proposal is considered to comply with Policy LP14 of the Huntingdonshire Local Plan to 2036 and National Decision-Making Policy P3: Living Conditions and Pollution of the National Planning Policy Framework 2026.

Additional Duties

Public Sector Equalities Duties

- 6.39 The Equality Act 2010 provides protection from discrimination in respect of certain protected characteristics, namely: age, disability, gender reassignment, pregnancy and maternity, race, religion or beliefs and sex and sexual orientation. It places the Council under a legal duty to have due regard to the advancement of equality in the exercise of its powers including planning powers.
- 6.40 The Committee must be mindful of this duty inter alia when determining all planning applications. In particular, the Committee must pay due regard to the need to:
- (1) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Act;
 - (2) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it; and
 - (3) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

- 6.41 Due consideration has been made to The Equality Act 2010 during the assessment of the planning application, no conflicts are raised.

Human Rights

- 6.42 Due consideration has been made to The Equality Act 2010 during the assessment of the planning application, no conflicts are raised. There may be implications under Article 1 (protection of property) and Article 8 (right to respect for private and family life) of the First Protocol regarding the right of respect for a person's private and family life and home, and to the peaceful enjoyment of possessions; however, these issues have been taken into account in the determination of this application.

7 PLANNING BALANCE AND CONCLUSION

- 7.1 Section 70(2) of the Town and Country Planning Act 1990 requires planning applications to be determined in accordance with the Development Plan unless material considerations indicate otherwise.
- 7.2 Planning permission for the erection of a warehouse and office development, including associated landscaping, was originally granted under application ref. 17/00764/FUL. Subsequent Section 73 permissions, including refs. 24/02336/S73 and 25/02081/S73, have varied conditions relating to the approved plans and operational arrangements. The development benefits from an extant planning permission and the principle of the use is established.
- 7.3 The current application seeks solely to vary Condition 8 (Deliveries and Dispatches) to amend the approved delivery and collection hours. No physical alterations, increase in floorspace, changes to the approved use, or increase in vehicle movements are proposed.
- 7.4 The proposed hours would allow deliveries and collections between 04:00 and 20:00 on weekdays and 07:00 and 13:30 on Saturdays. Whilst the weekday commencement time would be brought forward by three hours, the overall duration of the delivery period would remain unchanged at 16 hours.
- 7.5 In assessing the proposal, significant weight has been afforded to the lawful fallback position arising from the wording of Condition 9 attached to planning permission 17/00764/FUL, which inadvertently permitted overnight deliveries. It is therefore a material consideration that deliveries during more extensive nighttime periods could lawfully occur irrespective of the outcome of the current application.
- 7.6 The proposal has been assessed having regard to the representations received, particularly those relating to noise, vibration and disturbance from HGV movements. Notwithstanding these concerns, no objections have been raised by the Council's Environmental Health Officer or the Highway Authority. Furthermore, the application would not result in any increase in the number of vehicle movements associated with the approved development.

- 7.7 Having regard to the extant permission, the lawful fallback position, the absence of any increase in traffic generation, the separation distances to nearby residential receptors and the absence of any objection from technical consultees, officers conclude that the proposal would not result in a significant adverse impact on residential amenity or highway safety.
- 7.8 The proposal seeks only to amend the approved delivery and collection hours associated with an established and lawfully permitted use. Whilst local concerns regarding potential noise and disturbance have been carefully considered, the proposal would not increase the scale of development or traffic generation and must be considered in the context of the lawful fallback position which permits overnight deliveries. In the absence of any technical objections and having regard to all material planning considerations, officers consider that the proposal complies with the relevant provisions of the Development Plan and National Decision-Making Policies and therefore recommend that planning permission be granted subject to conditions.
- 7.9 Should the application be permitted by members, all conditions imposed under 25/02081/S73 would be repeated, where relevant and amended to compliance conditions where the conditions have been discharged, as per advice in the PPG.

8 RECOMMENDATION/CONDITIONS AND REASONS

- 8.1 Grant permission subject to conditions as set out below with delegated authority to the Head of Planning, Infrastructure & Public Protection to approve any amendments to conditions as deemed necessary.

Conditions (full wording)

1. Condition- Approved Plans

The development hereby permitted shall be carried out in accordance with the approved plans listed in the table above.

Reason. For the avoidance of doubt to ensure that the development is carried out in accordance with the approved plans.

2. Condition- Surface Water Drainage

Prior to the first occupation of the development, the surface water drainage scheme approved (in respect of Condition 3 of application reference number 17/00764/FUL) under reference number 19/80326/COND issued by the Local Planning Authority on the 09.12.2019, as detailed within

- o SEA Structural Engineers, Letter in support of planning Condition 3 - Ref: L-1707/W/002, received 09.10.2019.

- o Proposed Drainage Layout (Sheet 1 of 2) - Dwg No: 1707/W/E01 B, received 09.10.2019. (in respect of surface water drainage only)

shall be installed and shall be retained as such thereafter.

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Reason: To ensure that the proposed development can be adequately drained and to ensure that there is no flood risk on or off site resulting from the proposed development in accordance with Policies LP5, LP12 and LP15 of the Huntingdonshire Local Plan to 2036.

3. Condition- Surface Water Maintenance

Prior to the first occupation of the development, the long term maintenance arrangements for the surface water drainage system (including all SuDS features) approved (in respect of Condition 4 of application reference number 17/00764/FUL) under reference number 19/80326/COND issued by the Local Planning Authority on the 09.12.2019, as detailed within

- o SEA Structural Engineers, Surface Water Drainage Maintenance Plan - Ref: E-1707W-001, received 09.10.2019.

shall be installed and shall be retained as such thereafter.

Reason: To ensure the satisfactory maintenance of unadopted drainage systems in accordance with Policies LP5, LP12 and LP15 of the Huntingdonshire Local Plan to 2036.

4. Condition. – Foul Water Drainage.

Prior to the first occupation of the development, the foul water drainage scheme approved (in respect of Condition 4 of application reference number 25/02081/S73) under reference number 26/80166/COND issued by the Local Planning Authority on the 17.08.2026, as detailed within

- o Marsh Ensign Package Sewage Treatment Plant, received by the LPA 29/06/2026.

- o Marsh Ensign Evaluation Test Cert, received by the LPA 29/06/2026.

- o Proposed Drainage Strategy (dwg non 1707/W/E115), received by the LPA 29/06/2026.- In relation to foul water only.

Reason: To reduce the risk of pollution to the water environment and to ensure a satisfactory method of foul water drainage in accordance with Policies LP6 and LP37 of the Huntingdonshire Local Plan to 2036.

5. Condition- Written Scheme of Investigation.

The development shall be undertaken in strict accordance with the Written Scheme of Investigation approved (in respect of Condition 6 of application reference number 17/00764/FUL) under reference number 19/80326/COND issued by the Local Planning Authority on the 09.12.2019 as detailed within

- o University Of Leicester Archaeological Services, Written Scheme of Investigation for Archaeological Evaluation - received 09.10.2019.

- o University Of Leicester Archaeological Services, Archaeological Evaluation - report No. 2018- 134, received 09.10.2019

Reason: To ensure that the works are undertaken in accordance with the previously approved Written Scheme of Investigation in accordance with Policy LP34 of the Huntingdonshire Local Plan to 2036.

6. Condition- Landscape Management Plan

Prior to the first occupation of the development, the Landscape Management Plan approved (in respect of Condition 7 of application reference number

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17/00764/FUL) under reference number 19/80326/COND issued by the Local Planning Authority on the 09.12.2019 as detailed within

o aspect landscape planning, Landscape Management Plan - Ref: 6.96.LMP.002, received 03.12.2019.

shall be installed and shall be retained as such thereafter.

Reason: In the interests of visual amenity and to enhance the character and appearance of the site in accordance with Policy LP12 of the Huntingdonshire Local Plan to 2036.

7. Condition- Materials

The materials to be used in the construction of the external surfaces of the warehouse/office development hereby permitted shall be in accordance with the elevation drawings as submitted 13.12.2024 (Building A Proposed Elevations: Z/GSw/25/006 Rev D; Building B Proposed Elevations: Z-GSw-25-305 Rev A; Offices / Welfare Block Z-GSo-25-002), unless otherwise agreed in writing with the Local Planning Authority.

Reason: In the interests of visual amenity and to enhance the character and appearance of the site in accordance with Policy LP12 of the Huntingdonshire Local Plan to 2036.

8. Condition- Delivery and dispatch hours.

No deliveries or dispatches to/from the development hereby approved shall take place outside the following hours:

a) 04:00- 20:00 Monday to Friday

b) 07:00 - 13:30 on Saturdays

No deliveries or dispatches to/from the development hereby approved shall take place on Sundays or public holidays.

Reason: In the interests of residential amenity and Policy LP14 of the Huntingdonshire Local Plan to 2036.

9. Condition-External Lighting

No additional external lighting shall be provided or installed other than in accordance with a scheme which has been submitted to and approved in writing by the local planning authority. The scheme shall be carried as approved and shall be retained as such.

Reason: To minimise the effects of light pollution on the surrounding area and to protect biodiversity interests in accordance with Policies LP14 and LP30 of the Huntingdonshire Local Plan to 2036.

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Great Staughton Parish Council response to 26/01169/S73 - Variation of Condition 8 (Delivery and Dispatch Hours)

Great Staughton Parish Council **recommends refusal** of the proposed variation of Condition 8, which currently restricts deliveries and dispatches to:

- **No deliveries or dispatches between 23:00 and 07:00 Monday–Friday**
- **Deliveries permitted 07:00–13:00 on Saturdays**
- **No deliveries or dispatches on Sundays or Bank Holidays**

This condition was imposed **in the interests of residential amenity**, and the Parish Council considers it both necessary and justified.

The objection relates specifically to **Policy LP14** of the Huntingdonshire District Council Local Plan and **Policy GSNP17** of the Great Staughton Neighbourhood Plan. The Parish Council's concerns centre on **residential amenity** and **road safety**, both of which would be significantly harmed by the proposed variation.

1. Policy Basis for Objection

LP14 – Amenity (Huntingdonshire Local Plan to 2036)

LP14 requires development to maintain a **high standard of amenity** for neighbouring occupiers, including:

- Noise and vibration
- Disturbance from vehicle movements
- Traffic generation
- Hours of operation
- Effect on the enjoyment of nearby homes

Allowing deliveries from **04:00** would materially worsen all of these impacts.

GSNP17 – Rural Character, Tranquillity and Road Safety (Great Staughton Neighbourhood Plan)

GSNP17 requires development to:

- Protect the **rural character** and **tranquillity** of the parish
- Avoid harmful traffic impacts on narrow rural lanes
- Prevent intensification of commercial activity that erodes residential amenity
- Ensure development does not compromise **road safety**

The proposed variation conflicts directly with GSNP17 by introducing heavy vehicle movements during the most sensitive hours of the day.

National Planning Policy Framework (NPPF)

The NPPF requires planning decisions to:

- Protect people's quality of life
- Prevent unacceptable noise and disturbance
- Secure a good standard of amenity for existing and future occupants
- Balance economic benefits against impacts on residents' living conditions

The proposed variation is incompatible with these requirements.

2. Importance of the Original Delivery Restrictions

When planning permission was granted in 2018 for a warehouse of approximately **1,100 square metres** on former agricultural land, Huntingdonshire District Council undertook a careful balancing exercise. The delivery and dispatch restrictions formed a **critical part** of that balance, ensuring that:

- Residential amenity was protected
- Rural tranquillity was preserved
- The development remained compatible with its sensitive countryside setting

These considerations are reinforced by **GSNP17**, which emphasises the importance of protecting the parish's rural environment from intrusive commercial activity.

Nothing has changed to justify weakening these safeguards.

3. Original Traffic Evidence and the Basis for Approval

The decision notice issued on **31 August 2018** for application **17/00764/FUL** relied heavily on the traffic information provided by the applicant. The Parish Council's original submission highlighted the following:

- The applicant predicted **29 additional movements in the morning peak hour and 20 in the evening peak hour**.
- **Half** of these movements were expected to be **lorries**.
- The TRICS analysis suggested **91 additional trips per day, 37 of which would be lorries**.
- This represented an approximate **15% increase** in traffic on a minor rural road.

The applicant's own transport survey stated:

"The proposed development traffic flows... would result in an increase of 29 trips during the AM peak, and 20 trips during the PM peak. This equates to 1 additional trip approximately every 2 minutes during the AM peak and 1 additional trip every 3 minutes during the PM peak."

Would exceeding these traffic levels breach the planning permission?

4. Change in Circumstances Since 2018

Circumstances have changed significantly since permission was granted. **Zantra was acquired by Agrovista in 2025**, a substantially larger business employing approximately **411**

people with a turnover of around **£223 million**, compared with Zantra's turnover of approximately **£27 million** at the time permission was granted.

While not all Agrovista operations will be undertaken from the Great Staughton site, the acquisition fundamentally changes the context within which this warehouse now operates. There is clear potential for the site to become a far more significant regional depot than originally envisaged.

Such intensification would be contrary to **GSNP17**, which seeks to prevent development from expanding in a way that harms rural character or increases heavy vehicle movements on unsuitable roads.

5. No Evidence That Existing Restrictions Are Unworkable

The development has **not yet been completed** or become operational. As a result:

- There is **no evidence** that the current delivery restrictions are impractical
- There is **no evidence** that they prevent lawful use of the site
- There is **no operational justification** for extending delivery hours

The condition has **never been tested in practice**. It is therefore premature to conclude that longer operating hours are necessary. Removing safeguards before the site is occupied would be unjustified and contrary to sound planning practice.

If the applicant believes the existing restrictions genuinely impede operations, the correct approach would be:

1. Operate the site under the approved conditions for a reasonable period
2. Gather objective evidence demonstrating why a variation is necessary
3. Submit a justified application supported by real-world data

No such evidence exists.

6. Direct Impact on Residential Amenity

The rural road network serving the site is narrow, with heavy goods vehicles passing extremely close to residential properties. Vibration from HGVs already causes noticeable disturbance to homes along the route. This is not a minor inconvenience; it directly affects the quiet enjoyment of nearby dwellings.

The proposed weekday start time of **04:00** is particularly concerning. This falls within normal sleeping hours, when:

- Background noise levels are at their lowest
- Residents have the greatest expectation of peace and quiet
- Noise travels further and is more intrusive

Noise from HGVs, engines idling, reversing alarms, tannoys, loading and unloading operations, roller shutter doors, tail lifts, vehicle movements and staff activity would have a

much greater potential to disturb residents. Once awake, it is often difficult to return to sleep, particularly when multiple deliveries occur.

This represents a clear and unacceptable impact on residential amenity, contrary to **LP14**, **GSNP17**, and the **NPPF**.

7. Harm to Rural Character, Tranquillity and Road Safety (GSNP17)

The site is located within open countryside, served by narrow rural roads and surrounded by historic buildings and a tranquil rural landscape. The peaceful nature of the area is one of its defining qualities.

Introducing regular HGV movements between **04:00 and 07:00** would:

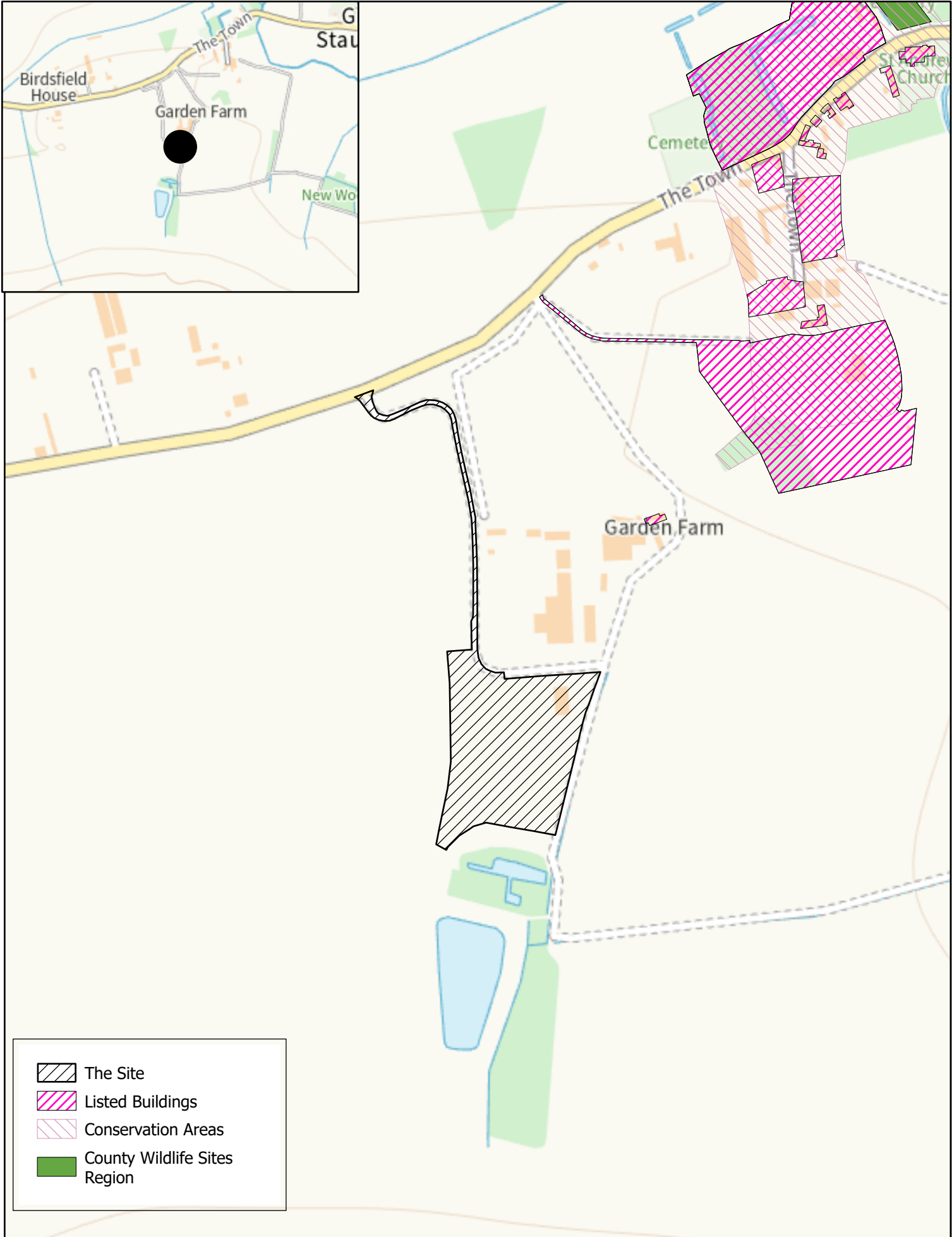
- Erode rural tranquillity at its most sensitive time
- Increase disturbance for residents along the approach roads
- Intensify the urbanisation of a quiet rural environment
- Create additional conflicts with vulnerable road users
- Contravene **GSNP17**, which seeks to protect rural lanes from harmful traffic impacts

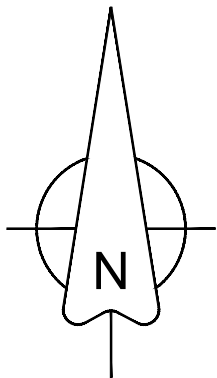
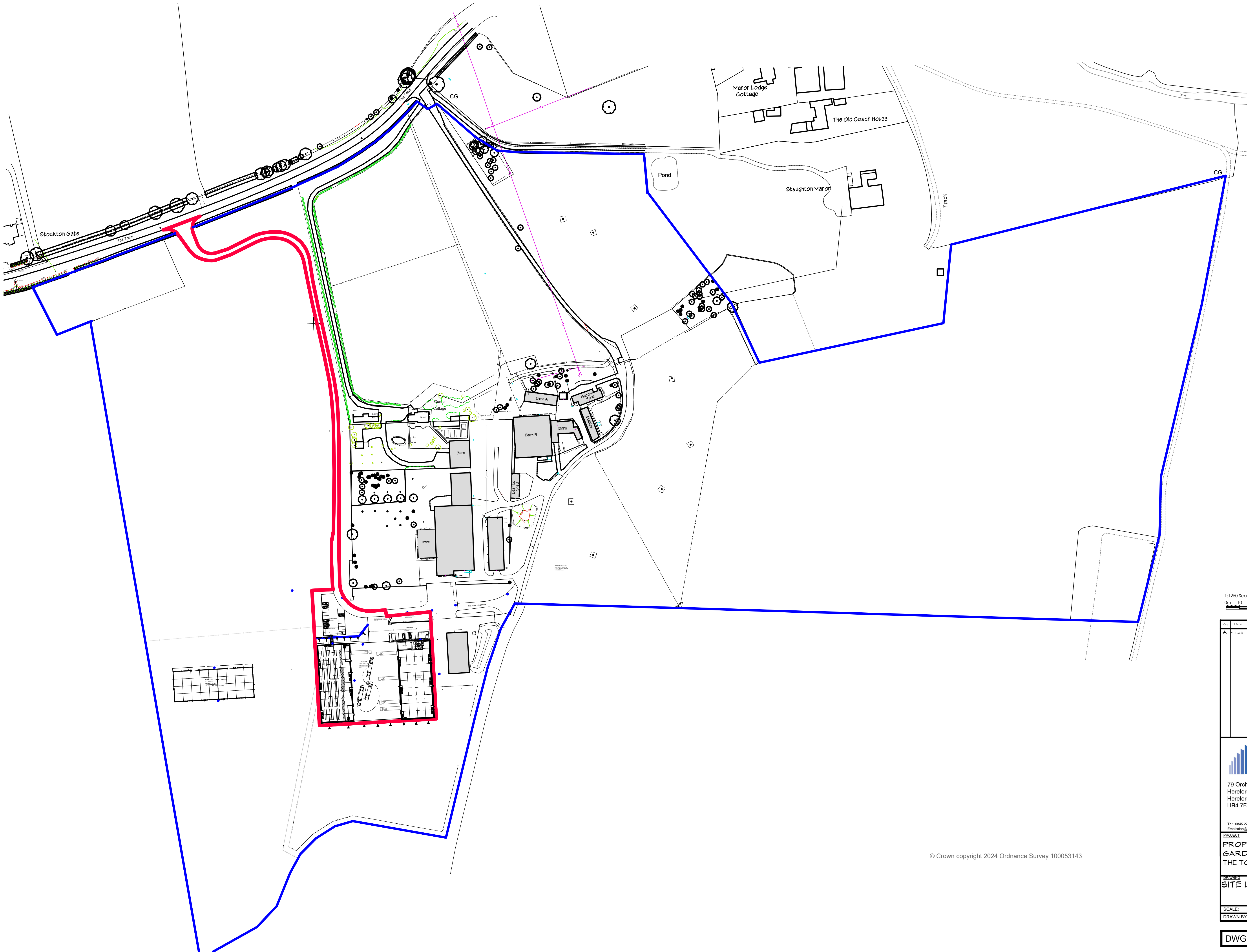
These impacts are wholly inconsistent with the rural setting and the planning balance originally struck.

8. Conclusion

Great Staughton Parish Council respectfully requests that Huntingdonshire District Council **refuses** the application to vary Condition 8.

The existing delivery hours were imposed for sound planning reasons and should remain in place **unless and until** robust evidence demonstrates that they are no longer workable and that any change would not result in unacceptable harm to the amenity of local residents or the rural character protected under **GSNP17**. At present, **no such evidence exists**.





1:1250 Scale bar
0m 10 20 30 40 50

Rev	Date	By	Description
A	15.1.26	ADB	DETACHED OFFICE / PG BLOCK OMITTED

ABDS Ltd
architectural consultants

79 Orchid Close
Hereford
Herefordshire
HR4 7FJ

Tel: 0845 2242067
Email: alan@abdsfield.co.uk

PROJECT
**PROPOSED INDUSTRIAL DEV
GARDEN FARM
THE TOWN GREAT STAUGHTON**

SUBMITTED
SITE LOCATION PLAN

SCALE: 1:1250 @ A1 DATE: 24.10.2025
DRAWN BY: ADB CAD Ref: xxxxxxxxxxxxxx

DWG No: Z/GSw/25/400 A