

**From:** David Page CC

**Date:** 6<sup>th</sup> August, 2025

**To:** The Development Control and Regulatory Board (DCRB), Leicestershire County Council

**Re:** Objection to Planning Application 2023/CM/0053/LCC – Anaerobic Digestion Plant, Marigold Farm, Welham Road, Great Bowden

Dear Members of the DCRB,

As the County Councillor for the neighbouring division of **Market Harborough West and Foxton**, which includes the Parishes of **Foxton, Lubenham** and the **District Ward of Lubenham**, all of which will be directly affected by this proposal, I write to strongly object to this application.

Despite additional submissions, the application remains fundamentally flawed. It fails to meet key planning, environmental, and public safety requirements.

### **1. Access, Traffic and Highway Safety**

Welham Lane is entirely unsuited to the scale of traffic proposed. It is a single-track, unkerbed road with no footways, already used by walkers, cyclists and equestrians. The applicant's own data suggests up **to 1,500 vehicle movements daily** during peak feedstock delivery, and yet junction modelling omits upgrades to the **Macdonald's roundabout to the north, the southern A6 roundabout**, or any consideration of the **Kibworths' bottleneck**.

Moreover, the assumption that a nearby poultry farm will be a main supplier of waste is **unsubstantiated** by any confirmed agreement. If this is not the case, then far more vehicle movements will be required than estimated, from a **wider catchment**, on a **constrained highway network**. This materially undermines the applicant's transport modelling and amplifies risks at a **notoriously fast and dangerous section of the A6**, where **serious and fatal accidents** have occurred.

### **2. Environmental Amenity and Countryside Impact**

The cumulative impacts of HGVs, odour, industrial noise, and dust are incompatible with this tranquil countryside location. The proposal would **undermine public use of the Sustrans route**, affect access for leisure users, and conflict with Harborough District Council's nearby **re-wilding programme**.

### 3. Policy Conflict and Precedent

The application does not comply with **EMP2 of the Great Bowden Neighbourhood Plan**, which prohibits development generating severe traffic, or with **Policy CS11 of Harborough's Core Strategy**, requiring safe design. The **National Planning Policy Framework (NPPF)** states that development should only proceed where safe and sustainable access is possible – this is clearly not the case.

### 4. Viability and Waste Policy Conflict

The proposal is commercially questionable. There are already two local AD plants (Rothwell and A508 south of Market Harborough), raising legitimate concerns about whether sufficient feedstock exists without vastly increasing transport distances and carbon impact. This is **not a DEFRA-favoured model**, and the plant appears to rely not on genuine waste but on **agricultural land being diverted from food to energy**, contrary to current government guidance .

### 5. Drainage and Flood Risk

The LLFA has accepted the proposal **only conditionally**, and serious concerns remain about flood resilience, ditch ownership, and long-term maintenance .

In summary, this proposal represents **unjustified industrialisation of the rural landscape**, poses real risks to **public safety and amenity**, is **questionable in policy and commercial terms**, and **fails to provide safe and sustainable access**. I respectfully urge the Committee to reject the application outright or, at minimum, defer it pending comprehensive answers to the material concerns raised.

Yours sincerely,



**Cllr. David Page**

**Market Harborough West and Foxton**

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### Representations from Mr. P. King CC

As the CC for the adjoining division of Gartree, which includes the Parish of Welham, and also as one of the HDC Cllrs for the Kibworth's ward, which includes, the parishes of West and Thorpe Langton that adjoin this site, I wish to register my objection to this proposal and I urge members of the DCRB to defer or reject this application.

There are several references to the fact that currently there is a free range poultry farm further down the Welham Lane, which MAY be a major supplier of feedstock for the AD Plant, but that is not backed up by confirmation of commercial agreements between Great Bowden Green Energy Ltd and the operators of that site.

If, this poultry farm isn't now or in the future ever to be the major contributor of poultry waste to this AD plant, then this means that there will be a need to have significantly more heavy, large and potentially slow moving vehicles accessing this constrained site, than the proposed 52 per day.

In any event, the 52 limit per day, as per conditions is allowed at ALL times and is not restrained to particular months of the year, despite what is implied in the officers report.

Such traffic, even with the proposed junction improvements, will from my knowlege as a regular use of this road, due to the curvature of the A6 at that point, mean that slow moving large vehicles will be regularly turning right across the highway, on a 60mph road. It is locally known that this section of road is a very FAST road, and there have been several serious accidents, including fatalities over the years, due to speeding traffic, and overtaking. More slow moving traffic will mean more accidents will happen.

This junction is also the junction used by HDC's waste contractor and the intensification of this junction with significantly impact upon their working operations. This junction is also used by leisure users to drive/cycle down to Welham Lane to enjoy the walks and cycle route. I donot agree that there will be no significant impact. The volume of additional vehicle movements, the noise, dust along with the residual noise of this proposed industrial gas production site will have a negative impact on this countryside location, as well as potentially impacting on the District Council's proposed plan for re-wilding the adjoining area of land which it recently purchased.

As I understand no improvements to the A6 Macdonalds's roundabout north of this junction is proposed, nor to the roundabout south of the proposed site. Nor are any improvements being proposed for the A6 through Kilworth's. This is very concerning as again if there is an increase in large slow moving traffic through these junctions and along the A6 north, this will add to traffic congestion and slow down the movement of traffic along this route, which will have a very significant impact if the movements are concentrated at certain times of the day.

Finally, the rationale for this proposal is that poultry manure is a good feed for AD and straw. My understanding is that this is not the case and that presently such

plants are not being supported by DEFRA, as they believe Agricultural Land should be used primarily for Food Production rather than Energy.

The Dept of Energy only supports AD plants if they use waste, but as this report admits it's self the amount of waste being used by this plant is not that high.

My final concern is around the financial viability of this proposed site, given that there is already a large AD plant at Rothwell and another one under construction off the A508 south of Market Harborough.

Is there really enough substrate materials ie poultry waste and straw available in the local agri-economy to feed all of the nearby current sites along with this proposed one?

If that's not the case, then for the proposed site at Great Bowden/Welham Lane to be commercially viable, many more large and slow vehicle movements will be necessary from a much wider radius than is currently suggested by this application or to be allowed by the conditions, than is currently being suggested.

I therefore urge the committee to at least defer this decision pending receipt of further information that clarifies the queries that I and many others have raised or rejects this based on the fact that it only partially meets the policy requirements, which the report admits itself.

Thank you

Phil King  
County Councillor for  
Gartree Division.