

**BLOCK FEN / LANGWOOD FEN MASTER PLAN
DRAFT SUPPLEMENTARY PLANNING DOCUMENT**

BACKGROUND PAPER

Quarry and Landfill Traffic Study

December 2009

1.0 Introduction

- 1.1 An earlier study of quarry and landfill related traffic associated with the Earith-Mepal Area Action Plan was undertaken by Cambridgeshire County Council (the County Council) with the following objectives:
 - To inform the preparation of a proposed Earith/Mepal Action Area Plan
 - To inform the preparation of a proposed Earith/ Mepal Master Plan
- 1.2 The earlier study focused its attention on a number of routes through the Earith-Mepal study area, which regularly experienced quarry and landfill related traffic movements from a number of separate operations in the area.
- 1.3 To establish an appropriate baseline the earlier study took the results of earlier County Council classified vehicle counts on the routes under review. These surveys show the number of Heavy Commercial Vehicles (HCV) recorded on the survey dates but do not further identify the operational function of the HCV vehicle or the likely source of purpose of the trip.
- 1.4 In order to gain a better understanding of the part currently being played by local quarry/landfill extraction operation within the overall HCV flow the County Council commissioned W S Atkins consultants to carry out a survey of HCV vehicles commonly used by quarry/landfill operators on selected routes on a survey day on 12th September 2007. The survey was conducted over a 12 hour period (6am to 6pm). With the assistance of the individual quarry/landfill operators was possible to identify from the survey which vehicles are directly associated with local site operations within the study area (Earith/Mepal).
- 1.5 The results of the survey were presented with reference to the overall results of HCV traffic gained from the full classified surveys and sought to identify other potential mineral/waste HCV movements likely to be passing through the study area.
- 1.6 In the light of government advice provided on the content of the emerging Minerals and Waste Plan Development Plan Documents it was decided in March 2009 not to proceed with the preparation of an Action Area and Master plan for the Earith/Mepal area. Instead, given its strategic importance, the proposed continuation of mineral extraction and waste management activity in the Block Fen/ Langwood Fen area was to be included in the Minerals and Waste Plan Core Strategy and supported by a Block Fen / Langwood Fen Master Plan. This change is reflected in this study.

2.0 Current sources of Mineral traffic within the Block Fen/ Langwood Fen study area

2.1 For the purposes of this study the duration of anticipated operations at individual quarry/landfill sites has been categorised as follows:

Short Term: 1 to 3 years

Medium Term: 3 – 10 years

Long Term: 10 years+

2.2 The following mineral extraction sites were active within the Block Fen/ Langwood Fen study area at the time of the September 2007 mineral HCV survey:

<u>Quarry name</u>	<u>Operator</u>	<u>Duration of activity</u>
Witcham Meadlands	Aggregate Industries	Medium term
Block Fen	Lafarge	Long term

3.0 Current destinations of quarry restoration landfill traffic within the study area

3.1 The following quarry restoration landfill site was active at the time of the September 2007 survey:

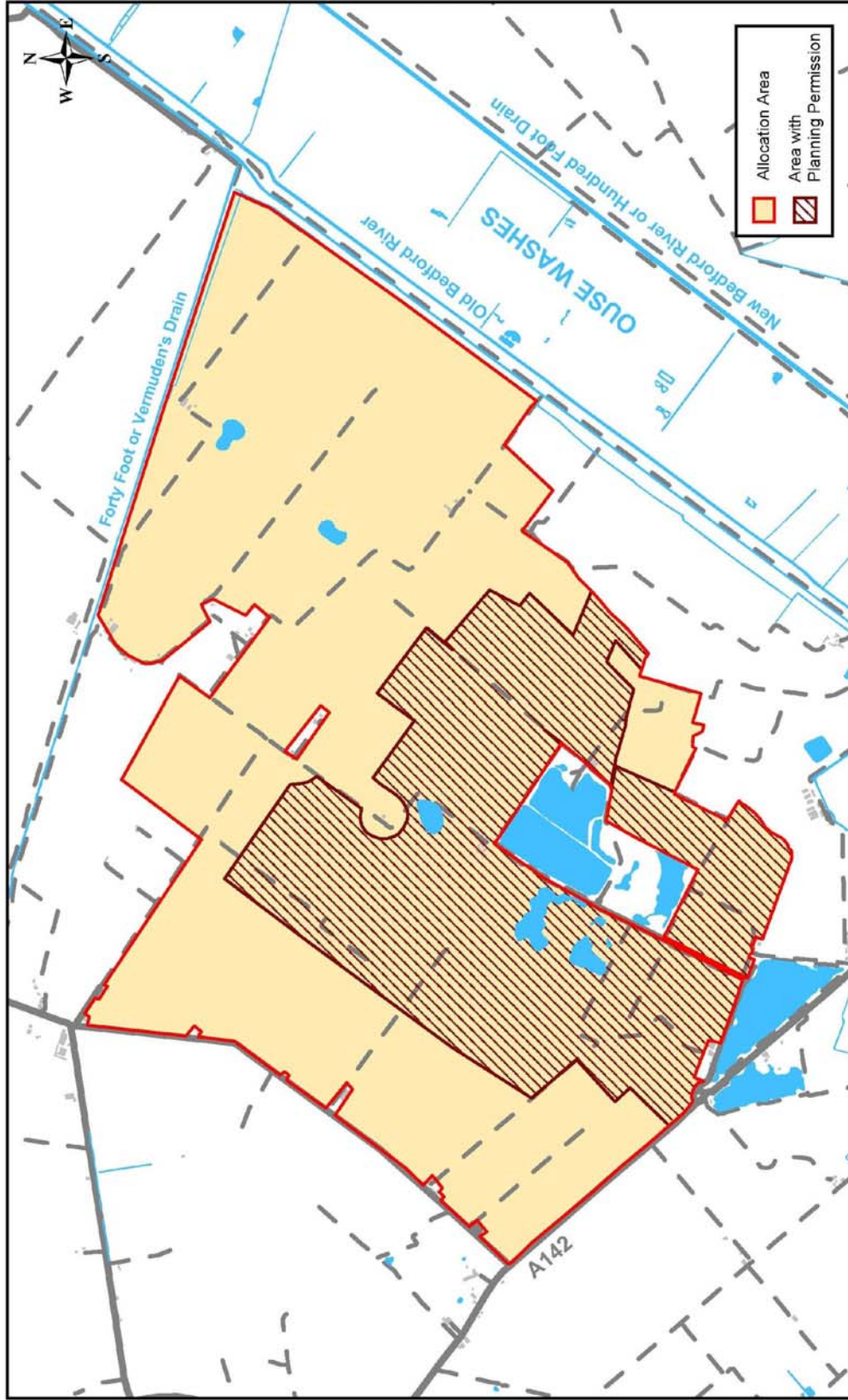
<u>Quarry name</u>	<u>Operator</u>	<u>Duration of activity</u>
Witcham Meadlands	Mick George Ltd	Medium

3.2 For completeness the following mineral site within the Block Fen/ Langwood Fen study area had been implemented in part (only access improvements) but was *not* active during the September 2007 survey.

<u>Quarry name</u>	<u>Operator</u>	<u>Duration of activity</u>
Langwood Fen	Hanson	Long

3.3 A plan showing the boundaries of the Block Fen/ Langwood Fen Master Plan and the extent of extant planning permissions identified in paragraphs 3.1 and 3.2 are shown on Plan 1.

Allocation Area at Earith/Mepal



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Scale (at A4): 1:27500
Date: 21/11/2007
By: lp423

Plan 1

4.0 Classified Traffic Survey points (Source: CCC)

- 4.1 Periodically the Highways Authority carries out surveys of county highways to provide base data for forward planning purposes. Some surveys are more detailed than others and the available surveys have varying survey dates. The following provided the baseline information for the study and for the purposes of this study are termed “baseline” surveys.

Location – A- A142 near Mepal Outdoor Centre

Location – B - B1381 at Earith Bridge

Location – C - A1123 between Haddenham and Wilburton

Location – D - B1049 Twenty Pence Road, Cottenham

Location – E- A10 between Ely and Stretham

Location – F -Bridge Farm, B1050 north of Willingham

5.0 Quarry/Landfill Traffic Routes Surveyed in 2007

- 5.1 The survey commissioned by the County Council and undertaken in September 2007 by Atkins Consultants, at a time when mineral and waste tonnages were buoyant, used survey points at the following locations:

1. Location – 1 - West of Block Fen Roundabout on A142
2. Location – 2- West of Sutton on A142
3. Location – 3 - B1381 at Sutton
4. Location – 4 - A1421 between Haddenham and junction with A141
5. Location – 5 - A1123 between Haddenham and Wilburton
6. Location – 6 - B1049 north of Cottenham
7. Location – 8 - A10 between Ely and Stretham

- 5.2 The survey recorded the time, number plate and identity of any mineral HCV passing the survey point in each direction over a 12 hour period (0600 – 1800 hrs).

6.0 Summary of Results

- 6.1 This section sets out below a summary of results, showing results of both CCC baseline surveys and the “Atkins” survey commissioned by the County Council to inform the preparation of Block Fen/ Langwood Fen Master Plan. At locations where these surveys can be compared a summary of conclusions is also included. With the assistance of the local quarry/landfill operators the number plate survey of HCV mineral vehicles has allowed identification of such vehicles accessing the Block Fen/Langwood Fen Master plan site on the survey date.

6.2(i) **A142 – Mepal Outdoor Centre (2007)**

CCC 12 hr Classified Count (Location A of baseline survey 2007)

All Vehicles	10,856
All HCV	1,367
% HCV of total	12.6%

(ii) A142 – West of Block Fen Roundabout

12 hr - Mineral vehicle HCV survey (Location 1 of Atkins survey 2007)

All Mineral HCV	338
BF/LF Master plan Mineral HCV	74

(iii) A142 – East of Block Fen Roundabout near Sutton

12 hr - Mineral vehicle HCV survey (Location 2 of Atkins survey 2007)

All Mineral HCV	328
BF/LF Master Plan Mineral HCV	111

A142 SUMMARY

All HCV	1367
All Mineral HCV	338
BF/LF Master Plan HCV	147

6.3 It is therefore concluded that all mineral/landfill traffic (338) currently accounts for 25% of all HCV on A142 and that approximately 44% of these are associated with existing quarry/landfill operations within the Block Fen/Langwood Fen area. All HCV only account for 12.6 % of total vehicular flows. The Block Fen/ Langwood Fen traffic movements were distributed 40% to the west and 60% to the east.

6.4 **B1381 Sutton to Earith**

6.5 (i) ***Earith Bridge 12 hr CCC Count (Location B of baseline survey 2002)***

All Vehicles	4,281
All HCV	296
% HCV of total	7%

(ii) ***North of Sutton - 12 hr - (Location of 3 Atkins Survey 2007)***

All Mineral HCV	252
BF/LF Master Plan HCV	86

B1381 SUMMARY

All HCV	296
All Mineral HCV	252
BF/LF Master Plan HCV	86

6.6 Based on the available 2002 survey data it is therefore concluded that all mineral/landfill traffic (252) currently accounts for 85% of all HCV on B1381 and that only 34% of these are associated with existing quarry/landfill operations within the Block Fen/Langwood Fen area. All HCV only account for 7 % of total vehicular flows.

6.7 **A1421 – Between Haddenham and A142**

6.8 (i) **12 hr CCC Classified Count (Location C Baseline survey 2004)**

All Vehicles	5479
All HCV	377
% HCV of total	7%

(ii) **A1421 –between Haddenham and A142 junction 12 hr - (Location 4 of Atkins Survey 2007)**

All Mineral HCV	124
BF/LF Master Plan Mineral HCV	39

A1421 SUMMARY

All HCV	377
All Mineral HCV	124
BF/LF Master Plan HCV	39

6.9 It is therefore concluded that all mineral/landfill traffic (124) currently accounts for 33% of all HCV on A1421 and that only 31% of these are associated with existing quarry/landfill operations within the Block Fen/Langwood fen area. All HCV only account for 7 % of total vehicular flows.

6.10 **A1123 - Between Haddenham and Wilburton**

12 hr Mineral vehicle survey (Location 5 of Atkins Survey 2007)

All Mineral HCV	190
BF/LF Master Plan Mineral HCV	47

No CCC vehicle baseline data for this location was available. Of mineral traffic surveyed 25 % was associated with existing quarry/landfill operations within the Block Fen/Langwood fen area.

6.11 **B1049 – North of Cottenham**

(i) 12 hr CCC Classified Count (Location D Baseline survey 2006)

All Vehicles	4724
All HCV	155
% HCV of total	3.3%

(ii) B1049 - 12 hr – Mineral vehicle HCV survey_- (Location 6 of Atkins Survey 2007)

All Mineral HCV	31
BF/LF Master Plan Mineral HCV	18

B1049 SUMMARY

All HCV	155
All Mineral HCV	31
BF/LF Master Plan HCV	18

6.12 It is therefore concluded that all mineral/landfill traffic (31) currently accounts for 20% of all HCV on B1049 and that 58% of these are associated with existing quarry/landfill operations within the Block Fen/Langwood Fen area. All HCV only account for 3.3 % of total vehicular flows.

6.13 **A10 North of Stretham**

(i) 12 hr CCC Classified Count (Location E Baseline survey 2007)

All Vehicles	15603
All HCV	1126
% HCV of total	7.2%

(ii) A10 - 12 hr - Mineral vehicle HCV survey (Location 8 of Atkins Survey 2007)

All Mineral HCV	95
BF/LF Master Plan Mineral HCV	5

A10 SUMMARY

All HCV	1126
All Mineral HCV	95
BF/LF Master Plan HCV	5

6.14 It is therefore concluded that all mineral/landfill traffic (95) currently accounts for 8.4% of all HCV on A10 and that only 5.3% of these are associated with existing quarry/landfill operations within the Block Fen/Langwood Fen area. All HCV only account for 7.2 % of total vehicular flows.

6.15 **B1050 North of Willingham**

6.16 (i) **12 hr CCC Classified Count (Location F Baseline survey 2006)**

All Vehicles	7548
All HCV	311
% HCV of total	4.1%

B1050 - 12 hr - Mineral vehicle HCV survey

All Mineral HCV	Not surveyed
BF/LF Master Plan Mineral HCV	Not surveyed

B1050 – South - SUMMARY

All HCV only account for 4.1 % of total vehicular flows.

6.17 **Total assessed 12hr mineral/landfill traffic survey movements on A142 accessing/egress to Block Fen/ Langwood Fen Master Plan Study Area (Atkins Survey - September 2007)**

	Minerals	Waste	Total
HCV Movements	116	69	185

7.0 **Future Changing Patterns of mineral supply**

- 7.1 Minerals are a finite resource and mineral extraction is a temporary landuse. Consequently as extraction sites come to the end of their mineral resource these sites close usually being replaced by other sources of supply. Exhausted mineral reserves at Colne Fen Quarry are expected to be replaced when the new long-term quarry at Block Fen opens. When fully operational this site, to be developed by Hanson, will contribute towards an increase in mineral traffic on the A142 and other routes towards Ely and Cambridge.

Max anticipated HCV movements (in planning application)

Block Fen – 252 movements per day

8.0 **Changing Patterns of Quarry Restoration by Landfill**

- 8.1 Waste materials are used to assist in the restoration of mineral extraction sites back to original levels or to create new afteruses. One site in the Block Fen/Langwood Fen area at Witcham Meadlands Quarry, receives construction industry waste to enable restoration of the quarried land to original levels prior to agricultural (and potentially nature conservation) afteruse. Proposals to slightly increase the scope of construction waste handled at the Witcham Meadlands site have been approved by the County Council whilst another proposal to establish a waste transfer facility and increase the rate of waste importation is currently awaiting completion of a legal agreement following earlier approval by the County Council.

9.0 **Core Strategy and Block Fen/Langwood Fen Master Plan**

- 9.1 The Cambridgeshire and Peterborough Minerals and Waste Development Framework through the Core Strategy and the Block Fen/Langwood Fen Master Plan signal a move away from further mineral extraction in the Earith area, due to highway and environmental considerations, in favour of long term exploitation of mineral reserves at Block Fen/ Langwood Fen, near Mepal.
- 9.2 The Core Strategy makes provision for large scale physical extensions to the land to be worked for minerals at Block Fen/Langwood Fen over the plan period and beyond. It will be based on three separate quarry operations, two of which are already operational and the third has been granted planning permission but not operational. Operating together these units would have the capacity to produce a maximum of 1.4 million tones of sand and gravel per annum which is already deliverable through the full implementation of existing planning permissions (see Plan 1).. Consequently the Plan advocates a continuation of this capacity into the long term to meet the needs of the construction industry. Full details of the proposals

can be found in the Cambridgeshire and Peterborough Minerals and Waste Development Plan Core Strategy and Block Fen/Langwood Fen Master Plan.

- 9.3 The growth of Cambridgeshire over the next 20 years will involve the generation of large volumes of construction and demolition waste. Whilst the plans provide for greater recycling of this major waste stream, significant volumes of non recyclable material will still have to go to landfill. The emerging strategy identifies the mineral working areas at Block Fen/Langwood Fen, as providing enhanced facilities for both waste recycling and disposal of unrecyclable waste in the worked out pits. As these facilities come on stream an increase in mineral/landfill movements can be anticipated as operators both deliver aggregates to and remove waste materials from new development areas in the County.

10.0 Traffic predictions

10.1 Primary Aggregate

The maximum future mineral production target is 1.4 mt per annum sourced from 3 mineral processing plants (2 already operational and the other permitted but not operational) - although sales may be subject to change, which will be monitored annually.

Assumptions:

- The quarries are open 50 weeks of the year
- Five and a half working days per week for deliveries
- In the future vehicle load weights increase to 26 tonnes per load
- Max combined tonnage from Block Fen/Langwood Fen quarries is 5000 tonnes per day
- Total combined loads of mineral from Block Fen/Langwood Fen amounts to 192 per day
- Total combined two way lorry movements from Block Fen/Langwood Fen are **384 per day** entering the A142 to go both north and south along the A142 to the growth areas within the county
- HCV will be distributed on the A142 on the basis of A142 eastbound (Ely and Cambridge) 60% and A142 westbound (Chatteris) 40%

10.2 Secondary/Recycled Aggregate

Future secondary/recycled aggregate production target 250,000 tpa.

Assumptions:

- There will be three secondary aggregate production facilities on-site (one already has planning permission and is operational)
- In the future vehicle load weights increase to 22 tonnes per load
- Lorries carrying waste in will be the same type used for secondary/recycled aggregate distribution
- Backloading of HCV arriving with waste and leaving with recycled aggregates ultimately reaches 100% to reflect economics of cost/fuel savings/carbon footprint

10.3 Waste Disposal

Deposal of un-recyclable Construction and Demolition (C & D) waste target -
0.5 mt per annum

Total input of waste for disposal and recycling - 750,000 tpa

Assumptions:

- There will be three C&D disposal and recycling areas on-site
- The recycling/disposal facilities are open 50 weeks of the year
- Five and a half working days per week for deliveries
- In the future vehicle load weights increase to 22 tonnes per load
- Recycled aggregates ultimately achieve 100% backloading with incoming waste deliveries

Combined HCV loads input of waste for disposal and recycling:

- HCV deliveries 682 per week

- 124 deliveries per day
- Total combined HCV movement max **248** arriving on and departing to the A142 to go both north and south along the A142 to the growth areas in the County. Distribution onto A142 (west and east) will be influenced by both location of individual growth areas and also agreed HCV routeing schemes associated with individual planning decisions

10.4 Block Fen/Langwood Fen HCV Traffic Generation Predictions - Summary

	Minerals	Waste	Total
Block Fen - Max Permitted HCV movements per day (with current planning permission)	435	18	453
Existing HCV movements per day (surveyed 12/09/07)	116	69	185
Master Plan - Anticipated future HCV movements per day 2010- 2026 based on mineral output of 1.4mt pa and 0.75 mt pa recycling and disposal	384	248	632

- 10.5 On the routes between the Block Fen/Langwood Fen area and the major development sites in Cambridgeshire there will be an increase in aggregate traffic as the third quarry comes into production within the next five years, subject to favourable market conditions
- 10.6 In order to meet the waste recycling and disposal needs of the growth agenda significant increases in waste lorry movements are anticipated subject to favourable market conditions.

11.0 The Local Road Hierarchy

11.1 The current hierarchy and function of the local road network is set out in the County Councils adopted Local Transport Plan (LTP) 2006. The plan indicates that the following roads are regarded as having the function of a *Primary Road*, namely:

- A10 – Ely to Cambridge
- A142 – Chatteris to Ely

11.2 The plan also indicates that the following roads are regarded as having the function of a *Main Distributor Road*, namely:

- B1050 – Earith to Bar Hill
- B1049 – Wilburton to Histon/A14
- A1421 – A142 to Haddenham
- A1123 – St.Ives to Stretham/Soham
- B1381 Earith Bridge to Sutton

11.3 The Plan includes both the A142 and A10 within the main Transport Corridors, where commercial traffic will be given priority above cars. The other routes lie within the identified Rural Areas where car traffic will be normally be given priority over commercial traffic. Reviewing the % of HCV using these rural routes the volume of HCV traffic from surveys does not currently exceed approximately 7%.

11.4 The Local Transport Plan does not highlight any particular deficiencies or identify any specific proposals to improve the highway infrastructure on the routes between Block Fen/Langwood Fen and the future development areas.

11.5 The Local Transport Plan (LTP) 2006 makes future provision for identifying suitable routes for HCV and a consultation exercise is currently underway seeking views on any changes to the hierarchy as set out in the current LTP. It is evident from initial comments received that local communities are concerned about the existing and future volumes of HCV which may pass through villages as a number are considered inappropriate for this type of traffic by residents on environmental grounds. Any outcome from the consultation will be fed into a review of the LTP in due course.

11.6 Through the consultation process on the emerging Minerals and Waste Plan the County Council has become aware of widespread concern in local communities

regarding the potential impacts of HCV associated with minerals and waste development. These concerns encompass both highway (structural, capacity, road safety) and environmental issues.

- 11.7 Whilst the bulk of the growth agenda in Cambridgeshire is primarily centred on Cambridge and Peterborough, a number of significant developments are also being planned in most of the market towns. However, all of the growth areas have (or will be provided with) good communication links to the primary highway network, including Trunk Roads. To service these new developments most construction traffic is likely to approach these areas from the primary and main distributor roads, which should minimise the risk of heavy traffic on inappropriate rural roads.
- 11.8 Given the wide geographical distribution of the various development sites across the County, the provisions of the LTP, and the need for HCV to service these developments and local concerns it is considered that there is some scope for one single route from the Block Fen/Langwood Fen area to the east which should be promoted for HCV in preference to others, namely A142/A10. It will not be practical to ban mineral HCV from the other routes but it is advocated that impacts be minimised through new signing and routeing arrangements with major development sites although it is recognised that overall the number of quarry/landfill related vehicle movements will increase given the needs of the growth agenda.

12.0 **Mitigation of Increased HCV Traffic**

12.1 During the previous consultations on the emerging minerals and waste plan it has been indicated that such impacts could be mitigated through a number of measures namely:

- Better signing of strategic primary routes for HCV heading to the major growth areas from quarries and recycling sites. These signs would seek to influence all HCV to use strategic primary routes not just those related to quarries and landfill
- Bespoke traffic routing arrangements agreed with developers of mineral and waste sites to avoid routes through local communities except when delivering / collecting materials to them for local construction projects
- Bespoke traffic routing arrangements agreed with developers of new housing and employment development to avoid or minimise the use routes through local communities when sourcing or disposing of construction materials
- Siting future mineral and waste sites close to A Class roads forming part of the strategic road network

- Encouraging backloading to reduce trips through agreed aspirational targets agreed with operators
- Considering off – peak deliveries of construction materials in appropriate cases where highway capacity may be constrained
- Establishment of temporary mineral/waste management depots on major new development
- In order to help meet the construction needs of the proposed A14 Trunk Road improvement the Plan makes provision for a number of mineral borrow pits along the route of the road scheme to provide locally sourced material thus minimizing the need to import materials from other quarries and minimizing lorry traffic on the local road network

12.2 Likely future increases in the payload of larger vehicles, particularly for mineral movements, will also help to reduce slightly the number of trips. The practice of backloading i.e. using the same vehicle to deliver mineral and take back waste, to prevent or minimise the number of empty trips, is however likely to quickly become the norm due to the economic pressures on the road haulage industry. This has already been taken into account when looking at the future predictions of traffic from Block Fen/Langwood Fen which is located adjacent to an existing improved junction off an A class road (A142) .

12.3 The need for the provision of bypasses on the road network would need to be identified through any review of the LTP and will need to take into account future total traffic volumes rather than just those associated with construction activity which is a temporary activity, albeit one that can take place over a number of years. At the present time the likelihood of significant investment in Bypasses is uncertain and cannot be relied on.

12.4 There also appears to be limited potential for considering a comprehensive network of access routes whereby construction traffic associated with major new development can be provided with a private haul road to avoid impacting on local communities. However, such opportunities should be examined in the context of new proposals for major development not sited on or close to the principal road network.

12.5 As roads in Cambridgeshire become busier as a result of housing and employment growth consideration should be given to seeking to restrict access to major construction sites by quarry/landfill traffic to try and avoid peak periods for travel where this is justified on highway capacity, road safety or environmental grounds.

This may particularly apply around the edge of Cambridge area where currently local traffic adds to the major flows along the Trunk Roads notably the A14 and M11.

- 12.6 Where access constraints are likely to exist prior to the improvement of strategic highway infrastructure, consideration could be given to the establishment of temporary mineral/waste transfer depots at or near major development projects. It may be possible in circumstances to supply these depots with materials or remove waste by using specific primary routes off-peak, including evening or overnight deliveries, where this will not result in adverse environmental impacts in local communities.

13.0 **Conclusions**

- 13.1 Meeting the needs of the Growth Agenda in Cambridgeshire will invariably lead to an increase in mineral / landfill traffic on parts of the highway network which lie between the quarries / recycling / landfill sites and the new development areas which are being planned within all district council areas in the County.
- 13.2 Mineral / recycling and landfill traffic associated with mineral and waste developments in the Block Fen / Langwood Fen area will lead to increased HCV traffic on primary and main distributor roads in the County. In particular increases in recycling/landfill traffic are likely to be significant.
- 13.3 There are no current new infrastructure proposals within the adopted Local Transport Plan which would provide for the identification of any one particular route as being a dedicated route between Block Fen / Langwood Fen and the Cambridge area. However, in the light of local concerns a policy of best utilisation of primary roads between Block Fen/Langwood Fen and Cambridge should be actively pursued including the provision of new HCV advisory signing.
- 13.4 To seek to mitigate impacts opportunities should be investigated to examine whether it is feasible to construct private haul roads to enable the impact of quarry / landfill traffic on local communities to be reduced although the potential for this approach is considered very limited.
- 13.5 To reduce the number of vehicle movements the practice of “backloading” should generally be encouraged possibly through the establishment of “targets” secured by a planning obligation through agreement with quarry/landfill operators and encompassing periodic monitoring of progress to that end. Opportunities to conclude such arrangements will present themselves through new planning

applications for both extension to existing quarries, modification to existing restoration schemes and new recycling initiatives using imported construction waste.

- 13.6 For major individual projects (such as new settlements with access from the Trunk Road network) the feasibility of temporary minerals/waste transfer facilities should be considered linked to off-peak deliveries.
- 13.7 The main mechanism through which mitigation can be secured is via the consideration and determination of individual planning applications and to date a number of planning decisions have already been taken by the County Council's Development Control Committee which, when delivered through legal agreements, will provide:
- Funding to help provide new and enhanced HCV route signage on A142/A10 as principal routes
 - Traffic routeing arrangements for an element of residual waste traffic not to access Block Fen / Langwood Fen via Sutton from an existing recycling facility at St. Ives and to use an alternative route, principally on A Class roads
 - Setting aspirational targets to move towards distributing 50% of recycled aggregate by rail from a new recycling facility at Whitemoor, March
 - For mineral and waste operators to keep on strategic routes unless delivering aggregates or collecting waste locally
- 13.8 The County Council has received indications of support for routeing agreements from key local minerals and waste companies in the County who will be pursuing new long term development proposals in the Block Fen/Langwood Fen area.
- 13.9 The Growth Agenda presents a major challenge for the timely and sustainable supply of construction materials and the recycling and disposal of waste within the County. The quarries and recycling facilities at Block Fen / Langwood Fen will be required to make a major contribution to achieving those objectives. Whilst reasonable efforts can be made to seek to mitigate impacts of quarry and landfill traffic it must be acknowledged that the overall pressures for high levels of housing growth will have some adverse impacts on local communities.

