

From: [REDACTED]
To: [REDACTED]
Subject: FW: TO/JJ/00326/24 - Bedwas Tip reclaim issues/questions
Date: 13 February 2024 11:41:48
Attachments: [Outlook-liz32gyw.png](#)
[Re Fw Bedwas Tip reclaim issuesquestions.msg](#)
[image001.jpg](#)

From: [REDACTED]
Sent: Tuesday, February 13, 2024 11:38 AM
To: [REDACTED]
Subject: TO/JJ/00326/24 - Bedwas Tip reclaim issues/questions

Good morning,

Please see the email below and attached for TO/JJ/00326/24 for information.

Thanks,



[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
Sent: Monday, February 12, 2024 11:28 PM
To: [REDACTED]
Cc: [REDACTED]
[REDACTED]
Subject: Fw: Bedwas Tip reclaim issues/questions

[REDACTED]

I have been forwarded your email below by [REDACTED] whom I work with on this project, particularly around the forthcoming pre-application consultation events and consultation generally. I was also the ERI member who attended the December consultation event alongside [REDACTED] and others, attended by your ward councillors.

Thank you for your email and the comments contained within it.

I have been collating the various consultation comments and representations we have received throughout our pre-application consultation and there are various themes and questions which are common amongst them. So, in response, we have produced an Information Paper which seeks to provide clarity on these many themes and questions and this should be published tomorrow as I sent it over to our web team this evening for upload. This particular Information Paper provides information on the project principles and the proposed HGV haul route and we are intending to add other papers on other aspects of the project in due course, but this is the first.

Ahead of the Information Paper and the consultation events, I would like to reassure you that the proposed HGV haul route was selected as the preferred route after assessing all others (of which there are very few given the remote location, topography and nature of the tips we are proposing to reclaim) and that a commercial decision was certainly not the driver in deciding upon the preferred option. What is clear is that access to and from the site is difficult at best but especially for HGVs, which are a crucial part of delivering the benefits of the project. We assessed all possible routes and within the Information Paper we have provided a summary and plan of the preferred route and the alternative options considered. I am more than happy to discuss our decision-making process with you in detail because, unfortunately, HGVs don't have the same liberty over roads as cars do so there are a host of wider considerations which might not be immediately apparent to you when selecting dedicated lorry routes.

I am personally attending all the pre-application consultation events and so will be more than happy to discuss any aspect of the project with you and provide feedback on all of the matters you raise. I genuinely hope to see you at our consultation event if you can make it. If not, lets catch up anyway to discuss.

Regards,

[REDACTED]
[REDACTED]



From: [REDACTED]

Date: 11 February 2024 at 16:14:53 GMT

To: [REDACTED]

Subject: Bedwas Tip reclaim issues/questions

Good Afternoon,

This email is mainly directed to Energy Recovery Investments Ltd, but I have copied in relevant government officials to ensure that the correct scrutiny is in place before any planning application is submitted.

I must confess that I don't have all the detail, as it seems this has been discussed with almost everyone except the people being impacted, which is something that I find strange. I won't dwell on the fact that the people of the Sirhowy Valley have not been consulted in any way, or engaged in the conversation, as that will not change the fact. What I will say is that thankfully our councillors have found out about the plans and I trust will now be kept abreast of any further developments and discussions.

I will now go through a few points that I have noticed, and I do take into account that you are a commercial company and therefore looking to make a profit out of this venture, which probably accounts for the questions that I will be asking.

There are currently 4 category D tips at the location that you submitting your proposal, why are you only planning on making 2 safe? In fact, I understand that you also plan on building on to one of the tips (making it less safe). This doesn't seem like a very good ethos of The only company in the UK specialising in this type of work, I would expect that within in your core values if you are working in an area you would want to make it safe across the board and build that into your business case.

The next part that I would like to pick up is your value to the surrounding natural environment in which you will be working, obviously these tips are in areas of countryside, and this one in particular in close proximity to the Sirhowy Valley Country Park and is also on a number of nationally acclaimed footpaths. There is also the cycle track route 47 running through the country park which runs from Newport to Pembroke. Further to this there is a number of sites of historical importance (your paperwork doesn't highlight them all and misses at least 2 bronze age burial sites).

With this in mind I would like to understand why your proposed route to remove coal is to go through the Sirhowy Valley Country Park, which is a local tourist attraction and has been increasing its profile on social media for the past 3 years with walkers and cyclist. The route your company has recommended will cut through the country park and make it unusable, and thus thwart the work being done to connect Cwmcarn to Penallta as active travel route (something the Welsh government is promoting). I strongly suspect that your rational for selecting to promote this route is purely commercial and nothing to do with any interest in the countryside. The route that you have selected will give your lorries the quickest (and cheapest) route to a dual carriage road to move the coal to a different location, any other route off the mountain will mean extended travel time and cost.

Please can you explain your rational behind this decision and why the option to take the coal to the A472 and down the A467 was not put forward as this would appear to be the least invasive route as there is already tracks in place and the ground is level, means there isn't a need to zig - zag heavy lorries down a mountain side. I would strongly believe that it is a purely commercial decision, as it would add driving time and distance to your drivers and therefore reduce your profits.

It seems to me that you are proposing to do less than half a job on making the cat d tips safe and further to this planning on destroying the natural beauty in the most invasive way possible. I think that we can all agree that tips that are a danger need to be actioned, but not to the devastation of nature around them, and at the expense

of private company profits. You will obviously need to make some profit, but I have a feeling that the profits may be the driver here rather than the good of the countryside.

I will look forward to your response.

[REDACTED]