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Cyngor Bwrdeistref Sirol Pen-y-bont ar Ogwr

Bridgend County Borough Council



Swyddfeydd Dinesig, Stryd yr Angel, Pen-y-bont, CF31 4WB / Civic Offices, Angel Street, Bridgend, CF31 4WB

*Rydym yn croesawu gohebiaeth yn Gymraeg.
Rhowch wybod i ni os mai Cymraeg yw eich
dewis iaith.*

*We welcome correspondence in Welsh. Please
let us know if your language choice is Welsh.*



Annwyl Cyngorydd,

IS-BWYLLGOR TRWYDDEDU (B)

Cynhelir Cyfarfod Is-Bwyllgor Trwyddedu (B) yn Ystafelloedd Pwyllgor 2/3 - Swyddfeydd Dinesig, Stryd yr Angel, Pen-y-bont ar Ogwr CF31 4WB ar **Dydd Mawrth, 17 Rhagfyr 2019** am **10:00**.

AGENDA

1. Ymddiheuriadau am absenoldeb
Derbyn ymddiheuriadau am absenoldeb gan Aelodau.
2. Datganiadau o fuddiant
Derbyn datganiadau o ddiddordeb personol a rhagfarnol (os o gwbl) gan Aelodau / Swyddogion yn unol â darpariaethau'r Cod Ymddygiad Aelodau a fabwysiadwyd gan y Cyngor o 1 Medi 2008.
3. Cymeradwyaeth Cofnodion 3 - 10
I dderbyn am gymeradwyaeth y Cofnodion cyfarfod y 30/09/2019 a 22/10/2019
4. Cais i Drwyddedu Cerbyd Hurio Preifat 11 - 14
5. Cais i Drwyddedu Cerbyd Hacnai 15 - 16
6. Cais i Drwyddedu Cerbyd Hacnai 17 - 18
7. Cais i Drwyddedu Cerbyd Hacnai 19 - 20
8. Cais i Drwyddedu Cerbyd Hurio Preifat 21 - 24
9. Materion Brys
I ystyried unrhyw eitemau o fusnes y, oherwydd amgylchiadau arbennig y cadeirydd o'r farn y dylid eu hystyried yn y cyfarfod fel mater o frys yn unol â Rhan 4 (pharagraff 4) o'r Rheolau Trefn y Cyngor yn y Cyfansoddiad.
10. Gwahardd y Cyhoedd

Ffôn/Tel: 01656 643643

Facs/Fax: 01656 668126

Ebost/Email: talktous@bridgend.gov.uk

Negeseuon SMS/ SMS Messaging: 07581 157014

[Twitter@bridgendCBC](https://twitter.com/bridgendCBC)

Gwefan/Website: www.bridgend.gov.uk

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Rydym yn croesawu gohebiaeth yn y Gymraeg. Rhowch wybod i ni os yw eich dewis iaith yw'r Gymraeg

We welcome correspondence in Welsh. Please let us know if your language choice is Welsh

Nid oedd y cofnodion ac adroddiadau sy'n ymwneud â'r eitemau canlynol yn cael eu cyhoeddi, gan fod eu bod yn cynnwys gwybodaeth eithriedig fel y'i diffinnir ym Mharagraffau 14 a 16 o Ran 4 a Pharagraff 21 o Ran 5, Atodlen 12A, Deddf Llywodraeth Leol 1972, fel y'i newidiwyd gan Orchymyn Llywodraeth Leol (Cymru) 2007 (Mynediad at Wybodaeth) (Amrywio).

Os, yn dilyn cymhwyso'r prawf budd y cyhoedd yn yr Is-Bwyllgor yn penderfynu yn unol â'r Ddeddf i ystyried yr eitemau hyn yn breifat, bydd y cyhoedd yn cael eu gwahardd o'r cyfarfod yn ystod ystyriaeth o'r fath.

- | | | |
|-----|---|---------|
| 11. | <u>Cymeradwyaeth Cofnodion wedi'u Eithrio</u> | 25 - 36 |
| | I dderbyn am gymeradwyaeth y Cofnodion eithrio cyfarfod y 30/09/2019 a 22/10/2019 | |
| 12. | <u>Ceisiadau i Gymeradwyo Trwyddedau</u> | 37 - 40 |
| 13. | <u>Ceisiadau i Adnewyddu Trwyddedau</u> | 41 - 44 |
| 14. | <u>Gwrandawriad Disgyblu ar gyfer Gyrwyr Tacsï Presennol</u> | 45 - 54 |
| 15. | <u>Gwrandawriad Disgyblu ar gyfer Gyrwyr Tacsï Presennol</u> | 55 - 58 |

Yn ddiffuant

K Watson

Pennaeth Gwasanaethau Cyfreithiol a Rheoleiddiol

Dosbarthiad:

Cynghowrwy

PA Davies

A Hussain

RM James

Cynghorwyr

B Jones

JE Lewis

JR McCarthy

Cynghorwyr

G Thomas

IS-BWYLLGOR TRWYDDEDU (B) - DYDD LLUN, 30 MEDI 2019

COFNODION CYFARFOD Y IS-BWYLLGOR TRWYDDEDU (B) A GYNHALIWYD YN YSTAFELLOEDD PWYLLGOR 2/3 - SWYDDFEYDD DINESIG, STRYD YR ANGEL, PEN-Y-BONT AR OGWR CF31 4WB DYDD LLUN, 30 MEDI 2019, AM 10:00

Presennol

Y Cyngorydd – Cadeirydd

A Hussain
G Thomas

RM James

JE Lewis

JR McCarthy

Ymddiheuriadau am Absenoldeb

PA Davies a/ac B Jones

Swyddogion:

Julie Ellams	Swyddog Gwasanaethau Democraidd - Pwyllgorau
Andrea Lee	Uwch Cyfreithiwr
Yvonne Witchell	Rheolydd Tîm Trwyddedu

168. ETHOL CADEIRYDD

Roedd yn ofynnol i aelodau ethol Cadeirydd oherwydd absenoldeb y Cyngorydd Pam Davies (Cadeirydd). Etholodd yr Aelodau y Cyngorydd RM James

169. DATGANIADAU O FUDDIANT

Datganodd y Cyng. G Thomas ddi-ddordeb anafanteisiol yn eitem 4, Cais i Drwyddedu Cerbyd Cludo Hacni, a gadawodd y cyfarfod pan oedd yr eitem yn cael ei hystyried am ei fod yn adnabod yr ymgeisydd.

170. CAIS I DRWYDDEDU CERBYD CLUDO HACNI

Cyflwynodd y Pennaeth Gwasanaethau Cyfreithiol a Rheoli adroddiad a oedd yn gofyn i'r Is-bwyllgor ystyried cais i ganiatáu trwydded am gerbyd cludo hacni.

Gwnaethpwyd y cais gan Mr Christopher Jenkins i drwyddedu cerbyd Ford Tourneo rhif cofrestru BV65 VZP fel cerbyd cludo hacni i gludo 8 unigolyn. Roedd y cerbyd yn un ail law ac fe'i cofrestrwyd â'r DVLA ar 19 Tachwedd 2015.

Nododd Rheolwr y Tîm Trwyddedu nad oedd y cais yn bodloni'r Polisi Cerbyd Cludo Hacni a gymeradwywyd gan y Pwyllgor Trwyddedu. Nid oedd y cerbyd yn addas i gadair olwyn.

Er gwybodaeth i'r Aelodau, darparwyd hanes gwasanaeth wedi'i ddyddio 4 Gorffennaf 2017, gyda'r milltiroedd yn cael eu cofnodi fel 29613, 21 Mai 2018 gyda milltiroedd fel 46721 a 11 Mehefin 2019 gyda milltiroedd fel 52198. Darparwyd Tystysgrifau Prawf MOT ar gyfer 6 Gorffennaf 2017 gyda'r milltiroedd yn cael eu cofnodi fel 29747, 12 Mehefin 2018 gyda milltiroedd fel 49115 a 28 Mehefin 2019 gyda milltiroedd fel 55199. Milltiroedd presennol y cerbyd oedd 57,279 milltir.

Bu i Reolwr y Tîm Trwyddedu gyfeirio'r Is-bwyllgor at y detholiad perthnasol o'r polisi cerbyd sy'n berthnasol i'r cais hwn.

PENDERFYNWYD: Ystyriodd yr Is-Bwyllgor y cais i drwyddedu'r cerbyd â'r rhif cofrestru BV65 VZP fel Cerbyd Hurio Preifat.

Nododd yr aelodau bod y cais yn mynd y tu hwnt i ganllawiau'r polisi yn sgil oedran y cerbyd.

Nododd yr aelodau hefyd bod y Polisi ym mharagraff 4.4 yn caniatáu i'r rheol gael ei llacio mewn amgylchiadau eithriadol, fel sydd wedi'u manylu yn yr adroddiad.

Wedi archwilio'r cerbyd, barn yr Is-Bwyllgor oedd bod y cerbyd yn eithriadol o ran ansawdd a'i rinweddau diogelwch, ac felly bu iddynt ganiatáu'r drwydded.

171. CAIS I DRWYDDEDU CERBYD CLUDO HACNI

Cyflwynodd y Pennaeth Gwasanaethau Cyfreithiol a Rheoli adroddiad a oedd yn gofyn i'r Is-Bwyllgor ystyried cais i ganiatáu trwydded am gerbyd cludo hacni.

Gwnaethpwyd y cais gan Mr Karl Svensen i drwyddedu cerbyd Ford Transit Custom rhif cofrestru LN66 NYZ fel cerbyd cludo hacni i gludo 8 unigolyn. Roedd y cerbyd yn un ail law ac fe'i cofrestrwyd â'r DVLA ym mis Medi 2016. Roedd y cais yn bodloni'r Polisi Cerbyd Cludo Hacni a gymeradwywyd gan y Pwyllgor Trwyddedu. Nid oedd y cerbyd yn addas i gadair olwyn. Darparwyd hanes gwasanaeth â'r dyddiad 6 Medi 2019, gyda'r milltiroedd yn cael eu cofnodi fel 56180 a darparwyd Tystysgrif Prawf MOT â'r dyddiad 6 Medi 2019 gyda'r milltiroedd yn cael eu cofnodi fel 56181. Milltiroedd presennol y cerbyd oedd 56,530.

Bu i Reolwr y Tîm Trwyddedu gyfeirio'r Is-Bwyllgor at y detholiad perthnasol o'r polisi cerbyd sy'n berthnasol i'r cais hwn.

PENDERFYNWYD: Ystyriodd yr Is-Bwyllgor y cais i drwyddedu'r cerbyd â'r rhif cofrestru LN66 NYZ fel Cerbyd Hurio Preifat.

Nododd yr aelodau bod y cais yn mynd y tu hwnt i ganllawiau'r polisi yn sgil oedran y cerbyd.

Nododd yr aelodau bod y Polisi ym mharagraff 4.4 yn caniatáu i'r rheol gael ei llacio mewn amgylchiadau eithriadol, fel sydd wedi'u manylu yn y polisi.

Wedi iddo archwilio'r cerbyd, nododd yr Is-Bwyllgor bod niwed sylweddol i un o'r panelau ac felly gwrthodwyd y drwydded.

172. CAIS I DRWYDDEDU CERBYD HURIO PREIFAT

Cyflwynodd y Pennaeth Gwasanaethau Cyfreithiol a Rheoli adroddiad a oedd yn gofyn i'r Is-Bwyllgor ystyried cais i ganiatáu trwydded i gerbyd hurio preifat.

Gwnaethpwyd y cais gan Forge Travel Limited i drwyddedu cerbyd Mercedes Vitoc â'r rhif cofrestru KV18 WPT fel cerbyd hurio preifat i gludo 8 unigolyn. Roedd y cerbyd yn un ail law ac fe'i cofrestrwyd â'r DVLA ar 29 Mawrth 2018. Nid oedd y cais yn bodloni'r Polisi Cerbyd Hurio Preifat a gymeradwywyd gan y Pwyllgor Trwyddedu. Nid oedd y cerbyd yn addas i gadair olwyn. Darparwyd hanes gwasanaeth y cerbyd â'r dyddiad 22 Gorffennaf 2019, gyda'r milltiroedd yn cael eu cofnodi fel 36093. Milltiroedd presennol y cerbyd oedd 36,488.

Bu i Reolwr y Tîm Trwyddedu gyfeirio'r Is-Bwyllgor at y detholiad perthnasol o'r polisi cerbyd sy'n berthnasol i'r cais hwn.

PENDERFYNWYD: Ystyriodd yr Is-Bwyllgor y cais i drwyddedu'r cerbyd â'r Rhif Cofrestru KV18 WPT fel Cerbyd Hurio Preifat.

Nododd yr aelodau bod y cais yn mynd y tu hwnt i'r Polisi Trwyddedu ym mharagraff 2.1 oherwydd oedran y cerbyd.

Nododd yr aelodau hefyd bod y Polisi ym mharagraff 2.2 yn caniatáu i'r rheol gael ei llacio mewn amgylchiadau eithriadol, ac mae enghreifftiau o'r rhain wedi'u manylu ym mharagraff 2.4 y Polisi.

Wedi archwilio'r cerbyd, barn yr Is-Bwyllgor oedd bod y cerbyd yn eithriadol o ran ansawdd y tu mewn yn ogystal â'r tu allan, a'i rinweddau diogelwch. Felly, rhoddodd yr Is-Bwyllgor ganiatâd i drwyddedu'r cerbyd.

173. EITEMAU BRYD

Dim

174. GWAHARDD Y CYHOEDD

PENDERFYNWYD: Mai dan Adran 100A (4) Deddf Llywodraeth Leol 1972 fel y diwygiedig gan Orchymyn Llywodraeth Leol (Mynediad at Wybodaeth) (Amrywiad) (Cymru) 2007, bod y cyhoedd yn cael eu gwahardd o'r cyfarfod yn ystod trafodaeth o'r eitemau busnes canlynol gan eu bod yn cynnwys gwybodaeth eithriedig fel y diffinnir ym Mharagraff 12 Rhan 4 a/neu Baragraff 21 Rhan 5 Amserlen 12A y Ddeddf.

Yn dilyn y prawf budd y cyhoedd, penderfynwyd, mai yn unol â'r Ddeddf y cyfeirir ati uchod, i ystyried yr eitemau canlynol yn breifat, gyda'r cyhoedd wedi'u gwahardd o'r cyfarfod, gan yr ystyrir mai ym mhob amgylchiad mewn perthynas â'r eitemau, roedd budd y cyhoedd i gynnal y gwaharddiad yn gorbwyso budd y cyhoedd i ddatgelu'r wybodaeth, oherwydd byddai'r wybodaeth yn niweidiol i'r ymgeiswyr dan sylw.

175. CEISIADAU I GYMERADWYO TRWYDDEDAU

176. CEISIADAU I GYMERADWYO TRWYDDEDAU

177. CEISIADAU I ADNEWYDDU TRWYDDEDAU

178. CEISIADAU I ADNEWYDDU TRWYDDEDAU

179. CEISIADAU I GYMERADWYO TRWYDDEDAU

Daeth y cyfarfod i ben am 14:00

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COFNODION CYFARFOD Y IS-BWYLLGOR TRWYDDEDU (B) A GYNHALIWD YN YSTAFELLOEDD PWYLLGOR 2/3 - SWYDDFEYDD DINESIG, STRYD YR ANGEL, PEN-Y-BONT AR OGWR CF31 4WB DYDD MAWRTH, 22 HYDREF 2019, AM 10:00

Presennol

Y Cyngorydd PA Davies – Cadeirydd

A Hussain

RM James

JE Lewis

Ymddiheuriadau am Absenoldeb

B Jones, JR McCarthy a/ac G Thomas

Swyddogion:

Katia Daw

Cyfreithiwr

Michael Pitman

Prentys Busnes Gweinyddol Gwasanaethau Democraidd

Yvonne Witchell

Rheolydd Tîm Trwyddedu

181. DATGAN BUDD

Dim

182. CYMERADWYO COFNODION

PENDERFYNWYD: Bod cofnodion y cyfarfod a gynhaliwyd ar 27/08/19 yn cael eu cymeradwyo fel cofnod manwl gywir.

183. CAIS AM DRWYDDEDU CERBYD LLOGI PREIFAT

Cyflwynodd Pennaeth y Gwasanaethau Cyfreithiol a Rheoleiddiol adroddiad yn gofyn i'r Is-Bwyllgor ystyried cais am ddyfarnu trwydded ar gyfer cerbyd llogi preifat.

Roedd yr adroddiad yn dweud bod y cais yn cael ei gyflwyno gan Robert Sheldon ar gyfer trwyddedu Mercedes Vito Tourer Select, rhif cofrestru cerbyd KP18 HFC, fel cerbyd llogi preifat i ddal 7 o bobl. Roedd cyn-berchnogaeth ar y cerbyd a chafodd ei gofrestru gyntaf gyda'r DVLA ar 4 Ebrill 2018.

Roedd y cais y tu allan i'r Polisi Cerbydau Llogi Preifat sydd wedi'i gymeradwyo gan y Pwyllgor Trwyddedu, am y rhesymau sydd wedi'u nodi ym mharagraff 4.4 yr adroddiad. Nid oedd y cerbyd yn gallu derbyn cadeiriau olwyn. Ni chyflwynwyd unrhyw ddogfennau ychwanegol, gan gynnwys tystysgrif MOT, am nad oedd MOT ei angen nes bod y cerbyd yn 3 oed.

Aeth yr aelodau ymlaen wedyn i archwilio'r cerbyd oedd ym maes parcio gwaelod y Swyddfeydd Dinesig.

Pan ddaeth yr aelodau at ei gilydd eto, cadarnhawyd mai'r cyfanswm milltiroedd presennol yr oedd y cerbyd wedi'u gwneud oedd 15,904

Cafwyd manylion am y Canllawiau Polisi perthnasol i geisiadau ar gyfer trwyddedu Cerbydau Llogi Preifat ym mharagraff 4.4 yr adroddiad.

Wedyn aeth yr aelodau ati i ystyried y cais ymhellach ar wahân ac, ar ôl dod yn ôl at ei gilydd,

PENDERFYNWYD: Ystyriodd yr Is-Bwyllgor y cais am gofrestru KP18 HFC fel cerbyd llogi preifat.

Nododd yr aelodau nad oedd yn dod o dan bolisi 2.1 oherwydd oedran a milltiroedd y cerbyd.

Nododd yr aelodau y gellid llacio'r polisi fel y nodir ym mhara 2.2 y polisi a'r canllawiau yn 2.2.5 os oedd hynny'n berthnasol, sef ansawdd eithriadol uchel y tu mewn a'r tu allan a'r safonau diogelwch eithriadol uchel. O'r herwydd, roedd yr Is-Bwyllgor yn hapus i ddyfarnu'r drwydded.

184. CAIS AM DRWYDDEDU CERBYD LLOGI PREIFAT

Cyflwynodd Pennaeth y Gwasanaethau Cyfreithiol a Rheoleiddiol adroddiad yn gofyn i'r Is-Bwyllgor ystyried cais am ddyfarnu trwydded ar gyfer cerbyd llogi preifat.

Roedd yr adroddiad yn dweud bod y cais yn cael ei gyflwyno gan Carl Lemmer ar gyfer trwyddedu Seat Toledo SE, rhif cofrestru cerbyd CK14 GVR, fel cerbyd llogi preifat i ddal 4 o bobl. Roedd cyn-berchnogaeth ar y cerbyd a chafodd ei gofrestru gyntaf gyda'r DVLA ar 29 Ebrill 2014.

Roedd y cais y tu allan i'r Polisi Cerbydau Llogi Preifat sydd wedi'i gymeradwyo gan y Pwyllgor Trwyddedu, am y rhesymau sydd wedi'u nodi ym mharagraff 4.4 yr adroddiad. Nid oedd y cerbyd yn gallu derbyn cadeiriau olwyn. Darparwyd tystysgrif MOT a hanes y gwasanaeth yr oedd y cerbyd wedi'i gael, fel y manylwyd ym mharagraff 4.3 yr adroddiad.

Aeth yr aelodau ymlaen wedyn i archwilio'r cerbyd oedd ym maes parcio gwaelod y Swyddfeydd Dinesig.

Pan ddaeth yr aelodau at ei gilydd eto, cadarnhawyd mai'r cyfanswm milltiroedd presennol yr oedd y cerbyd wedi'u gwneud oedd 64,009.

Cafwyd manylion am y Canllawiau Polisi perthnasol i geisiadau ar gyfer trwyddedu Cerbydau Llogi Preifat ym mharagraff 4.4 yr adroddiad.

Wedyn aeth yr aelodau ati i ystyried y cais ymhellach ar wahân ac, ar ôl dod yn ôl at ei gilydd,

PENDERFYNWYD: Ystyriodd yr Is-Bwyllgor y cais am gofrestru CK14 GVR fel cerbyd llogi preifat.

Nododd yr aelodau nad oedd yn dod o dan bolisi 2.1 oherwydd oedran a milltiroedd y cerbyd.

Nododd yr aelodau y gellid llacio'r polisi fel y nodir ym mhara 2.2 y polisi a'r canllawiau yn 2.2.5 os oedd hynny'n berthnasol, sef ansawdd eithriadol uchel y tu mewn a'r tu allan a'r safonau diogelwch eithriadol uchel. O'r herwydd, roedd yr Is-Bwyllgor yn hapus i ddyfarnu'r drwydded.

185. CAIS AM DRWYDDEDU CERBYD HACNI

Cyflwynodd Pennaeth y Gwasanaethau Cyfreithiol a Rheoleiddiol adroddiad yn gofyn i'r Is-Bwyllgor ystyried cais am ddyfarnu trwydded ar gyfer Cerbyd Hacni.

Roedd yr adroddiad yn dweud bod y cais yn cael ei gyflwyno gan Karl Svensen ar gyfer trwyddedu Ford Transit Custom, rhif cofrestru cerbyd LN66 NYZ, fel Cerbyd Hacni i ddal 8 o bobl. Roedd cyn-berchnogaeth ar y cerbyd a chafodd ei gofrestru gyntaf gyda'r DVLA ym mis Medi 2016.

Roedd y cais y tu allan i'r Polisi Cerbydau Llogi Preifat sydd wedi'i gymeradwyo gan y Pwyllgor Trwyddedu, am y rhesymau sydd wedi'u nodi ym mharagraff 4.4 yr adroddiad. Nid oedd y cerbyd yn gallu derbyn cadeiriau olwyn. Darparwyd tystysgrif MOT a hanes y gwasanaeth yr oedd y cerbyd wedi'i gael, fel y manylwyd ym mharagraff 4.3 yr adroddiad.

Aeth yr aelodau ymlaen wedyn i archwilio'r cerbyd oedd ym maes parcio gwaelod y Swyddfeydd Dinesig.

Pan ddaeth yr aelodau at ei gilydd eto, cadarnhawyd mai'r cyfanswm milltiroedd presennol yr oedd y cerbyd wedi'u gwneud oedd 56,907.

Cafwyd manylion am y Canllawiau Polisi perthnasol i geisiadau ar gyfer trwyddedu Cerbydau Hacni ym mharagraff 4.4 yr adroddiad.

Wedyn aeth yr aelodau ati i ystyried y cais ymhellach ar wahân ac, ar ôl dod yn ôl at ei gilydd,

PENDERFYNWYD:

Ystyriodd yr Is-Bwyllgor y cais am gofrestru LN66 NYZ fel Cerbyd Hacni.

Nododd yr aelodau nad oedd yn dod o dan bolisi 2.1 oherwydd oedran a milltiroedd y cerbyd.

Nododd yr aelodau y gellid llacio'r polisi fel y nodir ym mhara 2.2 y polisi, sef ansawdd eithriadol uchel y tu mewn a'r tu allan a'r safonau diogelwch eithriadol uchel. O'r herwydd, roedd yr Is-Bwyllgor yn hapus i ddyfarnu'r drwydded.

186. CAIS AM DRWYDDEDU CERBYD HACNI

Cyflwynodd Pennaeth y Gwasanaethau Cyfreithiol a Rheoleiddiol adroddiad yn gofyn i'r Is-Bwyllgor ystyried cais am ddyfarnu trwydded ar gyfer Cerbyd Hacni.

Roedd yr adroddiad yn dweud bod y cais yn cael ei gyflwyno gan Richard Parrott ar gyfer trwyddedu Toyota Avensis, rhif cofrestru cerbyd FH18 SUU, fel Cerbyd Hacni i ddal 4 o bobl. Roedd cyn-berchnogaeth ar y cerbyd a chafodd ei gofrestru gyntaf gyda'r DVLA ym mis Medi 2016.

Roedd y cais y tu allan i'r Polisi Cerbydau Llogi Preifat sydd wedi'i gymeradwyo gan y Pwyllgor Trwyddedu, am y rhesymau sydd wedi'u nodi ym mharagraff 4.4 yr adroddiad. Nid oedd y cerbyd yn gallu derbyn cadeiriau olwyn. Darparwyd hanes y gwasanaeth yr oedd y cerbyd wedi'i gael, fel y manylwyd ym mharagraff 4.3 yr adroddiad.

Aeth yr aelodau ymlaen wedyn i archwilio'r cerbyd oedd ym maes parcio gwaelod y Swyddfeydd Dinesig.

Pan ddaeth yr aelodau at ei gilydd eto, cadarnhawyd mai'r cyfanswm milltiroedd presennol yr oedd y cerbyd wedi'u gwneud oedd 14,021.

Cafwyd manylion am y Canllawiau Polisi perthnasol i geisiadau ar gyfer trwyddedu Cerbydau Hacni ym mharagraff 4.4 yr adroddiad.

Wedyn aeth yr aelodau ati i ystyried y cais ymhellach ar wahân ac, ar ôl dod yn ôl at ei gilydd,

PENDERFYNWYD:

Ystyriodd yr Is-Bwyllgor y cais am gofrestru FH18 SUU fel Cerbyd Hacni.

Nododd yr aelodau nad oedd yn dod o dan bolisi 2.1 oherwydd oedran a milltiroedd y cerbyd.

Nododd yr aelodau y gellid llacio'r polisi fel y nodir ym mhara 2.2 y polisi, sef ansawdd eithriadol uchel y tu mewn a'r tu allan a'r safonau diogelwch eithriadol uchel. O'r herwydd, roedd yr Is-Bwyllgor yn hapus i ddyfarnu'r drwydded.

187. **EITEMAU BRYD**

Dim

188. **EITHRIO'R CYHOEDD**

PENDERFYNWYD: O dan Adran 100A(4) Deddf Llywodraeth Leol 1972 fel y'i diwygiwyd gan Orchymyn Llywodraeth Leol (Mynediad at Wybodaeth) (Amrywio) (Cymru) 2007, eithrio'r cyhoedd o'r cyfarfod wrth ystyried yr eitemau busnes canlynol, gan eu bod yn cynnwys gwybodaeth eithriedig fel y diffinnir ym Mharagraff 12 Rhan 4 a/neu Baragraff 21 Rhan 5 Atodlen 12A y Ddeddf.

Ar ôl gweithredu'r prawf budd cyhoeddus, penderfynwyd, yn unol â'r Ddeddf y cyfeirir ati uchod, ystyried yr eitemau canlynol yn breifat, gan eithrio'r cyhoedd o'r cyfarfod, oherwydd credid, o dan yr holl amgylchiadau perthnasol i'r eitemau, bod y budd cyhoeddus o ran cynnal yr eithriad yn fwy na'r budd cyhoeddus o ddatgelu'r wybodaeth, oherwydd byddai'r wybodaeth yn creu rhagfarn i'r ymgeiswyr a grybwyllir.

189. **CYMERADWYO COFNODION EITHRIEDIG**

PENDERFYNWYD: Bod cofnodion eithriedig y cyfarfod a gynhaliwyd ar 27/08/19 yn cael eu cymeradwyo fel cofnod manwl gywir.

190. **CAIS AM DDYFARNU TRWYDDEDAU**

191. **CAIS AM ADNEWYDDU TRWYDDEDAU**

192. **GWRANDAWIAD DISGYBLU AR GYFER GYRRWR TACSI PRESENNOL**

BRIDGEND COUNTY BOROUGH COUNCIL

REPORT TO LICENSING SUB COMMITTEE

17 DECEMBER 2019

REPORT OF THE HEAD OF LEGAL AND REGULATORY SERVICES

APPLICATION TO LICENCE PRIVATE HIRE VEHICLE

1. Purpose of report

- 1.1 The purpose of this report is to ask the sub-committee to consider an application to grant a licence for a private hire vehicle.

2. Connection to corporate improvement objectives/other corporate priorities

- 2.1 There is no direct link to the Corporate Improvement Plan / Other Corporate Priority.

3. Background

- 3.1 It is the duty of the Local Authority to determine applications made under the Local Government (Miscellaneous Provisions) Act 1976 and Town Police Clauses Act 1847. Applications which fall outside the policy guidelines are referred to a Licensing Sub-Committee for determination.

4. Current situation/proposal

- 4.1 Application is made by Paul Brain, Peyton Travel Limited of Bridgend to licence a Renault Traffic Sport DCI vehicle registration number CV18 WZM as a private hire vehicle to seat 8 persons.
- 4.2 The vehicle is pre-owned and was first registered at the DVLA on 10 June 2018.
- 4.3 The application falls outside the Private Hire Vehicle Policy approved by the Licensing Committee. The vehicle is not wheelchair accessible. The first MOT is due in June 2021. No other documentation has been provided.
- 4.4 Policy Guidelines

The vehicle policy applicable to this application was approved by the Licensing Committee on 10 March 2008. The relevant extract from the policy is as follows:

“(Policy 2.1) Applications for the first licensing of a hackney carriage or private hire vehicle should be submitted to the Council within 14 days of the first registration of the vehicle at the DVLA. The mileage at the time of application should be no greater than 500 miles. The applicant may be the second or a subsequent registered keeper but the applicant must demonstrate that there is no more than 14 days between the first registration and transfer to the applicant’s name. Applications will normally be dealt with under the Scheme of Delegation to Officers.

(Policy 2.2) Applications for the first licensing of vehicles falling outside the above policy guidelines will normally be refused but a relaxation of the policy may be considered in exceptional circumstances. The general guidelines for relaxation of the policy are as follows but each case will be dealt with on its merits:

(Policy 2.2.5) A relaxation of the policy will also be considered in exceptional circumstances for applications relating to the first licensing of private hire vehicles. The Council does not seek to limit or define a particular vehicle which is suitable but will adhere to the minimum standards for the size of seats and legroom etc which are available on request. Irrespective of the age of the vehicle it must be capable of satisfying the general licensing conditions and be fit for purpose as a private hire vehicle in terms of passenger safety and comfort. Each application will be reported to the Licensing Sub-Committee for determination on its merits having regard to the following criteria:

- That the vehicle presented is in an exceptional condition in relation to its exterior and interior appearance with no evidence of defects, chips, marks or other evidence of unreasonable wear and tear or damage.*
- That the vehicle presented offers an exceptional standard of safety and comfort for passengers in terms of features offered for example ABS, passenger airbags and ability to meet current requirements on emissions testing.*
- That the application includes evidence that the vehicle has been serviced at the intervals recommended by the manufacturer and at an approved garage. Other relevant documentations such as an MOT certificate should also be provided.*

5. Effect upon policy framework and procedure rules

5.1 None

6. Equality Impact Assessment

6.1 This vehicle is not for wheelchair use. There are no other implications in relation to age; disability; gender and transgender; race; religion or belief and non-belief; sexual orientation.

7. Well-being of Future Generations (Wales) Act 2015 implications

7.1 The well-being goals identified in the Act were considered in the preparation of this report. It is considered that there will be no significant or unacceptable impacts upon the achievement of well-being goals/objectives as a result of this report.

8. Financial implications

8.1 None for the authority

9. Recommendation

9.1 The Sub-Committee is asked to determine the application having regard to the information contained within this report.

Kelly Watson
HEAD OF LEGAL AND REGULATORY SERVICES

Date 11 December 2019

Yvonne Witchell
Team Manager Licensing

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Background documents

Private Hire Vehicle Application
Private Hire Vehicle Policy Guidelines

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BRIDGEND COUNTY BOROUGH COUNCIL

REPORT TO LICENSING SUB COMMITTEE

17 DECEMBER 2019

REPORT OF THE HEAD OF LEGAL AND REGULATORY SERVICES

APPLICATION TO LICENCE HACKNEY CARRIAGE VEHICLE

1. Purpose of report

- 1.1 The purpose of this report is to ask the sub-committee to consider an application to grant a licence for a hackney carriage vehicle.

2. Connection to corporate improvement objectives/other corporate priorities

- 2.1 There is no direct link to the Corporate Plan / Other Corporate Priorities.

3. Background

- 3.1 It is the duty of the Local Authority to determine applications made under the Local Government (Miscellaneous Provisions) Act 1976 and Town Police Clauses Act 1847. Applications which fall outside the policy guidelines are referred to a Licensing Sub-Committee for determination.

4. Current situation/proposal

- 4.1 Application is made by Paul Brain, Peyton Travel Limited of Bridgend to licence a Dacia Logan vehicle registration number LF17 WZM as a hackney carriage vehicle to seat 4 persons.

- 4.2 The vehicle was first registered at the DVLA on 31 March 2017.

- 4.3 The application falls outside the Hackney Carriage Vehicle Policy approved by the Licensing Committee. The vehicle is not wheelchair accessible. For Members' information a service report for the vehicle has been submitted dated 12 December 2018 with the mileage recorded at 11882.

4.4 Policy Guidelines

The vehicle policy applicable to this application was approved by the Licensing Committee on 10 March 2008. The relevant extract from the policy is as follows:

“(Policy 2.1) Applications for the first licensing of a hackney carriage or private hire vehicle should be submitted to the Council within 14 days of the first registration of the vehicle at the DVLA. The mileage at the time of application should be no greater than 500 miles. The applicant may be the second or a subsequent registered keeper but the applicant must demonstrate that there is no more than 14 days between the first registration and transfer to the applicant’s name. Applications will normally be dealt with under the Scheme of Delegation to Officers.

(Policy 2.2) Applications for the first licensing of vehicles falling outside the above policy guidelines will normally be refused but a relaxation of the policy may be considered in exceptional circumstances. The general guidelines for relaxation of the policy are as follows but each case will be dealt with on its merits:

5. Effect upon policy framework and procedure rules

5.1 None

6. Equality Impact Assessment

6.1 This vehicle is for wheelchair use. There are no other implications in relation to age; disability; gender and transgender; race; religion or belief and non-belief; sexual orientation.

7. Well-being of Future Generations (Wales) Act 2015 implications

7.1 The well-being goals identified in the Act were considered in the preparation of this report. It is considered that there will be no significant or unacceptable impacts upon the achievement of well-being goals/objectives as a result of this report.

8. Financial implications

8.1 None for the authority

9. Recommendation

9.1 The Sub-Committee is asked to determine the application having regard to the information contained within this report.

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Hackney Carriage Vehicle Application
Hackney Carriage Vehicle Policy Guidelines

BRIDGEND COUNTY BOROUGH COUNCIL

REPORT TO LICENSING SUB COMMITTEE

17 DECEMBER 2019

REPORT OF THE HEAD OF LEGAL AND REGULATORY SERVICES

APPLICATION TO LICENCE HACKNEY CARRIAGE VEHICLE

1. Purpose of report

- 1.1 The purpose of this report is to ask the sub-committee to consider an application to grant a licence for a hackney carriage vehicle.

2. Connection to corporate improvement objectives/other corporate priorities

- 2.1 There is no direct link to the Corporate Plan / Other Corporate Priorities.

3. Background

- 3.1 It is the duty of the Local Authority to determine applications made under the Local Government (Miscellaneous Provisions) Act 1976 and Town Police Clauses Act 1847. Applications which fall outside the policy guidelines are referred to a Licensing Sub-Committee for determination.

4. Current situation/proposal

- 4.1 Application is made by Emma Parrott of Porthcawl to licence a Toyota Avensis vehicle registration number MD66 WXJ as a hackney carriage vehicle to seat 4 persons.

- 4.2 The vehicle was first registered at the DVLA on 31 January 2017.

- 4.3 The application falls outside the Hackney Carriage Vehicle Policy approved by the Licensing Committee. The vehicle is not wheelchair accessible. For Members' information a service report for the vehicle has been submitted dated 8 July 2018 with the mileage recorded at 17357 and 10 September 2019 with the mileage at 31925.

4.4 Policy Guidelines

The vehicle policy applicable to this application was approved by the Licensing Committee on 10 March 2008. The relevant extract from the policy is as follows:

“(Policy 2.1) Applications for the first licensing of a hackney carriage or private hire vehicle should be submitted to the Council within 14 days of the first registration of the vehicle at the DVLA. The mileage at the time of application should be no greater than 500 miles. The applicant may be the second or a subsequent registered keeper but the applicant must demonstrate that there is no more than 14 days between the first registration and transfer to the applicant’s name. Applications will normally be dealt with under the Scheme of Delegation to Officers.”

(Policy 2.2) Applications for the first licensing of vehicles falling outside the above policy guidelines will normally be refused but a relaxation of the policy may be considered in exceptional circumstances. The general guidelines for relaxation of the policy are as follows but each case will be dealt with on its merits:

5. Effect upon policy framework and procedure rules

5.1 None

6. Equality Impact Assessment

6.1 This vehicle is for wheelchair use. There are no other implications in relation to age; disability; gender and transgender; race; religion or belief and non-belief; sexual orientation.

7. Well-being of Future Generations (Wales) Act 2015 implications

7.1 The well-being goals identified in the Act were considered in the preparation of this report. It is considered that there will be no significant or unacceptable impacts upon the achievement of well-being goals/objectives as a result of this report.

8. Financial implications

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9. Recommendation

9.1 The Sub-Committee is asked to determine the application having regard to the information contained within this report.

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17 DECEMBER 2019

REPORT OF THE HEAD OF LEGAL AND REGULATORY SERVICES

APPLICATION TO LICENCE HACKNEY CARRIAGE VEHICLE

1. Purpose of report

- 1.1 The purpose of this report is to ask the sub-committee to consider an application to grant a licence for a hackney carriage vehicle.

2. Connection to corporate improvement objectives/other corporate priorities

- 2.1 There is no direct link to the Corporate Plan / Other Corporate Priorities.

3. Background

- 3.1 It is the duty of the Local Authority to determine applications made under the Local Government (Miscellaneous Provisions) Act 1976 and Town Police Clauses Act 1847. Applications which fall outside the policy guidelines are referred to a Licensing Sub-Committee for determination.

4. Current situation/proposal

- 4.1 Application is made by Emma Parrott of Porthcawl to licence a Toyota Avensis vehicle registration number MF17 OJN as a hackney carriage vehicle to seat 4 persons.

- 4.2 The vehicle was first registered at the DVLA on 31 March 2017.

- 4.3 The application falls outside the Hackney Carriage Vehicle Policy approved by the Licensing Committee. The vehicle is not wheelchair accessible. For Members' information a service report for the vehicle has been submitted dated 1 November 2018 with the mileage recorded at 11620 and 15 November 2019 with the mileage at 14609.

4.4 Policy Guidelines

The vehicle policy applicable to this application was approved by the Licensing Committee on 10 March 2008. The relevant extract from the policy is as follows:

“(Policy 2.1) Applications for the first licensing of a hackney carriage or private hire vehicle should be submitted to the Council within 14 days of the first registration of the vehicle at the DVLA. The mileage at the time of application should be no greater than 500 miles. The applicant may be the second or a subsequent registered keeper but the applicant must demonstrate that there is no more than 14 days between the first registration and transfer to the applicant’s name. Applications will normally be dealt with under the Scheme of Delegation to Officers.

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5.1 None

6. Equality Impact Assessment

6.1 This vehicle is for wheelchair use. There are no other implications in relation to age; disability; gender and transgender; race; religion or belief and non-belief; sexual orientation.

7. Well-being of Future Generations (Wales) Act 2015 implications

7.1 The well-being goals identified in the Act were considered in the preparation of this report. It is considered that there will be no significant or unacceptable impacts upon the achievement of well-being goals/objectives as a result of this report.

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9.1 The Sub-Committee is asked to determine the application having regard to the information contained within this report.

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17 DECEMBER 2019

REPORT OF THE HEAD OF LEGAL AND REGULATORY SERVICES

APPLICATION TO LICENCE PRIVATE HIRE VEHICLE

1. Purpose of report

- 1.1 The purpose of this report is to ask the sub-committee to consider an application to grant a licence for a private hire vehicle.

2. Connection to corporate improvement objectives/other corporate priorities

- 2.1 There is no direct link to the Corporate Improvement Plan / Other Corporate Priority.

3. Background

- 3.1 It is the duty of the Local Authority to determine applications made under the Local Government (Miscellaneous Provisions) Act 1976 and Town Police Clauses Act 1847. Applications which fall outside the policy guidelines are referred to a Licensing Sub-Committee for determination.

4. Current situation/proposal

- 4.1 Application is made by David Llewellyn of Pyle, Bridgend to licence a Mercedes E Class vehicle registration number VK17 OHX as a private hire vehicle to seat 4 persons.
- 4.2 The vehicle is pre-owned and was first registered at the DVLA on 18 May 2017.
- 4.3 The application falls outside the Private Hire Vehicle Policy approved by the Licensing Committee. The vehicle is not wheelchair accessible. A service report has been submitted for the 18 April 2017 with the mileage recorded at 12344 and 18 April 2019 with the mileage at 25524.

4.4 Policy Guidelines

The vehicle policy applicable to this application was approved by the Licensing Committee on 10 March 2008. The relevant extract from the policy is as follows:

“(Policy 2.1) Applications for the first licensing of a hackney carriage or private hire vehicle should be submitted to the Council within 14 days of the first registration of the vehicle at the DVLA. The mileage at the time of application should be no greater than 500 miles. The applicant may be the second or a subsequent registered keeper but the applicant must demonstrate that there is no more than 14 days between the first registration and transfer to the applicant’s name. Applications will normally be dealt with under the Scheme of Delegation to Officers.”

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- That the vehicle presented is in an exceptional condition in relation to its exterior and interior appearance with no evidence of defects, chips, marks or other evidence of unreasonable wear and tear or damage.*
- That the vehicle presented offers an exceptional standard of safety and comfort for passengers in terms of features offered for example ABS, passenger airbags and ability to meet current requirements on emissions testing.*
- That the application includes evidence that the vehicle has been serviced at the intervals recommended by the manufacturer and at an approved garage. Other relevant documentations such as an MOT certificate should also be provided.*

5. Effect upon policy framework and procedure rules

5.1 None

6. Equality Impact Assessment

6.1 This vehicle is not for wheelchair use. There are no other implications in relation to age; disability; gender and transgender; race; religion or belief and non-belief; sexual orientation.

7. Well-being of Future Generations (Wales) Act 2015 implications

7.1 The well-being goals identified in the Act were considered in the preparation of this report. It is considered that there will be no significant or unacceptable impacts upon the achievement of well-being goals/objectives as a result of this report.

8. Financial implications

8.1 None for the authority

9. Recommendation

9.1 The Sub-Committee is asked to determine the application having regard to the information contained within this report.

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