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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) Ystafelloedd Pwyllgorau 2/3, Stryd yr Angel, Pen-y-bont ar Ogwr CF31 4WB ar **Dydd Mawrth, 27 Awst 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 - 12
I dderbyn am gymeradwyaeth y Cofnodion cyfarfod y 17/06/2019 a 02/07/2019
4. Cais i Drwyddedu Cerbyd Hacnai 13 - 14
5. Cais i Drwyddedu Cerbyd Hurio Preifat 15 - 18
6. Cais i Drwyddedu Cerbyd Hurio Preifat 19 - 22
7. Cais i Drwyddedu Cerbyd Hurio Preifat 23 - 26
8. 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.
9. Gwahardd y Cyhoedd

Ffôn/Tel: 01656 643643

Negeseuon SMS/ SMS Messaging: 07581 157014

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Twitter@bridgendCBC

Ebost/Email: talktous@bridgend.gov.uk

Gwefan/Website: www.bridgend.gov.uk

Cyfnwidi testun: Rhowch 18001 o flaen unrhyw un o'n rhifau ffon ar gyfer y gwasanaeth trosglwyddo testun

Text relay: Put 18001 before any of our phone numbers for the text relay service

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.

- | | | |
|-----|--|---------|
| 10. | <u>Cymeradwyaeth Cofnodion wedi'u Eithrio</u> | 27 - 30 |
| | I dderbyn am gymeradwyaeth y Cofnodion eithrio cyfarfod y 17/06/2019 | |
| 11. | <u>Ceisiadau i Gymeradwyo Trwyddedau</u> | 31 - 34 |

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, 17 MEHEFIN 2019

COFNODION CYFARFOD Y IS-BWYLLGOR TRWYDDEDU (B) A GYNHALIWIYD YN SIAMBR Y CYNGOR, SWYDDFEYDD DINESIG, STRYD YR ANGEL, PENYBONT AR OGWR CF31 4WB DYDD LLUN, 17 MEHEFIN 2019, AM 10:00

Presennol

Y Cynghorydd PA Davies – Cadeirydd

A Hussain

JE Lewis

G Thomas

Ymddiheuriadau am Absenoldeb

RM James

Swyddogion:

Andrea Lee

Uwch Cyfreithiwr

Michael Pitman

Prentys Busnes Gweinyddol Gwasanaethau Democratiaid

Yvonne Witchell

Rheolydd Tîm Trwyddedu

139. DATGANIADAU O FUDDIANT

Dim

140. CYMERADWYAETH COFNODION

PENDERFYNWYD: Cymeradwyo cofnodion yr Is-Bwyllgor Trwyddedu ar 09/04/2019 fel cofnod gwir a chywir.

141. MATERION BRYD

Dim

142. GWAHARDD Y CYHOEDD

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

Yn dilyn cymhwyso prawf budd y cyhoedd penderfynwyd, yn unol â'r Ddeddf y cyfeirir ati uchod, ystyried yr eitemau canlynol yn breifat, gyda'r cyhoedd wedi ei eithrio o'r cyfarfod, gan yr ystyrid yn yr holl amgylchiadau yn ymwneud â'r eitemau, bod budd y cyhoedd o ran cadw'r eithriad yn gorbwyso budd y cyhoedd wrth ddatgelu'r wybodaeth, oherwydd byddai'r wybodaeth yn niweidiol i'r ymgeiswyr a grybwyllid felly

143. CYMERADWYAETH COFNODION WEDI'U EITHRIO

144. CEISIADAU I GYMERADWYO TRWYDDEDAU

Daeth y cyfarfod i ben am 11:45

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**COFNODION CYFARFOD Y IS-BWYLLGOR TRWYDDEDU (B) A GYNHALIWD YN
COMMITTEE ROOMS 2/3, CIVIC OFFICES ANGEL STREET BRIDGEND CF31 4WB DYDD
MAWRTH, 2 GORFFENNAF 2019, AM 10:00**

Presennol

Y Cyngorydd PA Davies – Cadeirydd

A Hussain

RM James

B Jones

G Thomas

Ymddiheuriadau am Absenoldeb

JE Lewis

Swyddogion:

Katia Daw

Cyfreithiwr

Michael Pitman

Prentys Busnes Gweinyddol Gwasanaethau Democraidd

Yvonne Witchell

Rheolydd Tîm Trwyddedu

146. DATGANIADAU O FUDDIANT

Derbyniwyd y datganiadau canlynol:

Y Cyng. B Jones – Eitem 5 – Adnabod y teulu'n bersonol

Y Cyng. B Jones – Eitem 7, 8, 9, 10 – Adnabod yr ymgeisydd a'i wraig

Y Cyng. G Thomas – Eitem 7, 8, 9, 10 – Adnabod yr ymgeisydd

147. CYMERADWYO COFNODION

PENDERFYNIAD: bod cofnodion Is-bwyllgor B Deddf Trwyddedu 2003 dyddiedig 07/03/2019 yn gofnod gwir a chywir.

148. CAIS I DRWYDDEDU CERBYD HURIO PREIFAT

Gwnaed y cais gan David Llewellyn i drwyddedu cerbyd Mercedes E Class Estate, rhif cofrestru S100 DKL, fel Cerbyd Hurio Preifat i gludo 4 unigolyn. Roedd y cerbyd dan berchenogaeth yn barod ac fe'i cofrestrwyd gyntaf yn y DVLA ar 29 Ebrill 2015.

Yna, aeth yr Aelodau a'r Swyddogion ymlaen i archwilio'r cerbyd a oedd ar gael i'w archwilio ym maes parcio'r Swyddfeydd Dinesig, a gohiriwyd y cyfarfod am gyfnod byr i wneud hynny.

Pan ailgynullwyd y cyfarfod, dywedodd y Rheolwr Tîm (Trwyddedu) wrth yr Aelodau fod y cerbyd wedi gwneud 31,749 o filltiroedd ar hyn o bryd. Ychwanegodd fod y cais y tu allan i'r Polisi Cerbyd Hurio Preifat a gymeradwywyd gan y Pwyllgor Trwyddedu. Nid oedd y cerbyd yn addas i gadeiriau olwyn, ond roedd canllawiau polisi penodol ynglŷn â thrwyddedu Cerbydau Hurio Preifat am y tro cyntaf a oedd y tu allan i'r canllawiau polisi a amlinellir ym mharagraff 4.4 yr adroddiad.

Roedd yr ymgeisydd wedi darparu hanes gwasanaeth llawn ar gyfer y cerbyd. Rhoddwyd y gwasanaeth diweddaraf i'r cerbyd ar 7 Mawrth 2019.

Gofynnodd Aelod i Mr Llewellyn a oedd yn bwriadu defnyddio'r cerbyd yn yr un ffordd â'i gerbydau trwyddedig eraill, neu a oedd unrhyw newidiadau. Cadarnhaodd Mr Llewellyn y byddai'r cerbyd hwn yn cael ei ddefnyddio yn yr un ffordd â'i holl gerbydau eraill.

PENDERFYNIAD: Ystyriodd yr Is-bwyllgor y cais i drwyddedu'r cerbyd â'r Rhif Cofrestru S100 DKL fel Cerbyd Hurio Preifat.

Nododd yr Aelodau fod y cais y tu allan i baragraff 2.1 y Polisi Trwyddedu oherwydd oedran y cerbyd.

Nododd yr Aelodau ymhellach fod paragraff 2.2 y Polisi yn caniatáu iddo gael ei lacio mewn amgylchiadau eithriadol, a rhoddwyd enghreifftiau o'r rhain ym mharagraff 2.4 y Polisi.

Ar ôl archwilio'r cerbyd, teimlai'r Is-bwyllgor fod y cerbyd yn eithriadol o ran ei ansawdd y tu mewn a'r tu allan, a'i nodweddion diogelwch. Felly, rhoddodd yr Is-bwyllgor y drwydded.

149. CAIS I DRWYDDEDU CERBYD HURIO PREIFAT

Gwnaed y cais gan James Bickerstaff i drwyddedu cerbyd Renault Trafic, rhif cofrestru YC17 OBK, fel Cerbyd Hurio Preifat i gludo 4 unigolyn. Roedd y cerbyd dan berchenogaeth yn barod ac fe'i cofrestrwyd gyntaf yn y DVLA ar 22 Mawrth 2017.

Yna, aeth yr Aelodau a'r Swyddogion ymlaen i archwilio'r cerbyd a oedd ar gael i'w archwilio ym maes parcio'r Swyddfeydd Dinesig, a gohiriwyd y cyfarfod am gyfnod byr i wneud hynny.

Pan ailgynullwyd y cyfarfod, dywedodd y Rheolwr Tîm (Trwyddedu) wrth yr Aelodau fod y cerbyd wedi gwneud 24,384 o filltiroedd ar hyn o bryd. Ychwanegodd fod y cais y tu allan i'r Polisi Cerbyd Hurio Preifat a gymeradwywyd gan y Pwyllgor Trwyddedu. Nid oedd y cerbyd yn addas i gadeiriau olwyn, ond roedd canllawiau polisi penodol ynglŷn â thrwyddedu Cerbydau Hurio Preifat am y tro cyntaf a oedd y tu allan i'r canllawiau polisi a amlinellir ym mharagraff 4.4 yr adroddiad.

Er gwybodaeth yr Aelodau, rhoddwyd gwasanaeth llawn i'r cerbyd ar 4 Mehefin 2019 a rhoddodd Mr Bickerstaff fanylion amdano i'r pwyllgor.

PENDERFYNIAD: Ystyriodd yr Is-bwyllgor y cais i drwyddedu'r cerbyd â'r Rhif Cofrestru YC17 OBK fel Cerbyd Hurio Preifat.

Nododd yr Aelodau fod y cais y tu allan i baragraff 2.1 y Polisi Trwyddedu oherwydd oedran y cerbyd.

Nododd yr Aelodau ymhellach fod paragraff 2.2 y Polisi yn caniatáu iddo gael ei lacio mewn amgylchiadau eithriadol, a rhoddwyd enghreifftiau o'r rhain ym mharagraff 2.4 y Polisi.

Ar ôl archwilio'r cerbyd, teimlai'r Is-bwyllgor fod y cerbyd yn eithriadol o ran ei ansawdd y tu mewn a'r tu allan, a'i nodweddion diogelwch. Felly, rhoddodd yr Is-bwyllgor y drwydded.

150. CAIS I DRWYDDEDU CERBYD HURIO PREIFAT

Gwnaed y cais gan Lee Grabham i drwyddedu cerbyd Ford Transit Tourneo, rhif cofrestru WF15 CUY, fel Cerbyd Hurio Preifat i gludo 8 unigolyn. Roedd y cerbyd dan berchenogaeth yn barod ac fe'i cofrestrwyd gyntaf yn y DVLA ar 22 Mawrth 2017.

Yna, aeth yr Aelodau a'r Swyddogion ymlaen i archwilio'r cerbyd a oedd ar gael i'w archwilio ym maes parcio'r Swyddfeydd Dinesig, a gohiriwyd y cyfarfod am gyfnod byr i wneud hynny.

Pan ailgynullwyd y cyfarfod, dywedodd y Rheolwr Tîm (Trwyddedu) wrth yr Aelodau fod y cerbyd wedi gwneud 69,830 o filltiroedd ar hyn o bryd. Ychwanegodd fod y cais y tu allan i'r Polisi Cerbyd Hurio Preifat a gymeradwywyd gan y Pwyllgor Trwyddedu. Nid oedd y cerbyd yn addas i gadeiriau olwyn, ond roedd canllawiau polisi penodol ynglŷn â thrwyddedu Cerbydau Hurio Preifat am y tro cyntaf a oedd y tu allan i'r canllawiau polisi a amlinellir ym mharagraff 4.4 yr adroddiad.

Dywedodd y Rheolwr Tîm (Trwyddedu) wrth yr Aelodau nad oedd tystysgrif MOT wedi cael ei darparu gan nad oedd angen un oherwydd oedran y cerbyd. Darparwyd hanes gwasanaeth llawn dyddiedig 16 Mawrth 2015, 23 Gorffennaf 2016, 3 Medi 2018 a 26 Mawrth 2019.

Gofynnodd i Mr Grabham pryd y cafodd y cerbyd, gan nad oedd ganddynt y wybodaeth honno. Esboniodd Mr Grabham ei fod wedi cael y cerbyd ar 1 Mehefin 2019.

PENDERFYNIAD: Ystyriodd yr Is-bwyllgor y cais i drwyddedu'r cerbyd â'r Rhif Cofrestru WF15 CUY fel Cerbyd Hurio Preifat.

Nododd yr Aelodau fod y cais y tu allan i baragraff 2.1 y Polisi Trwyddedu oherwydd oedran y cerbyd.

Nododd yr Aelodau ymhellach fod paragraff 2.2 y Polisi yn caniatáu iddo gael ei lacio mewn amgylchiadau eithriadol, a rhoddwyd enghreifftiau o'r rhain ym mharagraff 2.4 y Polisi.

Ar ôl archwilio'r cerbyd, teimlai'r Is-bwyllgor fod y cerbyd yn eithriadol o ran ei ansawdd y tu mewn a'r tu allan, a'i nodweddion diogelwch. Felly, rhoddodd yr Is-bwyllgor y drwydded.

151. CAIS I DRWYDDEDU CERBYD HACNI

Gwnaed y cais gan Karl Svensen i drwyddedu cerbyd Volkswagen Caddy, rhif cofrestru DX65 XJF, fel Cerbyd Hacni i gludo 5 unigolyn, gyda 4 sedd gyffredin ac 1 ar gyfer cadair olwyn. Roedd y cerbyd dan berchenogaeth yn barod ac fe'i cofrestrwyd gyntaf yn y DVLA ar 30 Tachwedd 2015.

Dywedodd y Cadeirydd ei bod hi'n falch o weld cerbyd sy'n addas i gadeiriau olwyn yn cael ei gofrestru gan fod galw cynyddol am y cerbydau hyn.

Yna, aeth yr Aelodau a'r Swyddogion ymlaen i archwilio'r cerbyd a oedd ar gael i'w archwilio ym maes parcio'r Swyddfeydd Dinesig, a gohiriwyd y cyfarfod am gyfnod byr i wneud hynny.

Pan ailgynullwyd y cyfarfod, dywedodd y Rheolwr Tîm (Trwyddedu) wrth yr Aelodau fod y cerbyd wedi gwneud 79,856 o filltiroedd ar hyn o bryd. Cadarnhawyd bod y cerbyd yn addas i gadeiriau olwyn.

Cyflwynwyd tystysgrif MOT ar 4 Mehefin 2019 a darparwyd hanes gwasanaeth hefyd dyddiedig 3 Mehefin 2019.

PENDERFYNIAD: Ystyriodd yr Is-bwyllgor y cais i drwyddedu'r cerbyd â'r Rhif Cofrestru DX65 XJF fel Cerbyd Hacni.

Nododd yr Aelodau fod y cais y tu allan i baragraff 2.1 y Polisi Trwyddedu oherwydd oedran y cerbyd.

Nododd yr Aelodau fod y cerbyd yn addas i gadeiriau olwyn, a nodwyd y canllawiau polisi yn 2.2.4.

Nododd yr Aelodau ymhellach fod paragraff 2.2 y Polisi yn caniatáu iddo gael ei lacio mewn amgylchiadau eithriadol, a rhoddwyd enghreifftiau o'r rhain ym mharagraff 2.4 y Polisi.

Ar ôl archwilio'r cerbyd, teimlai'r Is-bwyllgor fod y cerbyd yn eithriadol o ran ei ansawdd y tu mewn a'r tu allan, a'i nodweddion diogelwch. Felly, rhoddodd yr Is-bwyllgor y drwydded.

152. CAIS I DRWYDDEDU CERBYD HACNI

Gwnaed y cais gan Karl Svensen i drwyddedu cerbyd Volkswagen Caddy, rhif cofrestru SA67 FEM, fel Cerbyd Hacni i gludo 8 unigolyn. Roedd y cerbyd dan berchenogaeth yn barod ac fe'i cofrestrwyd gyntaf yn y DVLA ar 27 Hydref 2017.

Dywedodd y Cadeirydd ei bod hi'n falch o weld cerbyd sy'n addas i gadeiriau olwyn yn cael ei gofrestru gan fod galw cynyddol am y cerbydau hyn.

Yna, aeth yr Aelodau a'r Swyddogion ymlaen i archwilio'r cerbyd a oedd ar gael i'w archwilio ym maes parcio'r Swyddfeydd Dinesig, a gohiriwyd y cyfarfod am gyfnod byr i wneud hynny.

Pan ailgynullwyd y cyfarfod, dywedodd y Rheolwr Tîm (Trwyddedu) wrth yr Aelodau fod y cerbyd wedi gwneud 31,821 o filltiroedd ar hyn o bryd. Cadarnhawyd bod y cerbyd yn addas i gadeiriau olwyn.

Er gwybodaeth yr Aelodau, ni ddarparwyd tystysgrif MOT gan nad oedd angen un oherwydd oedran y cerbyd. Fodd bynnag, cynhaliwyd gwasanaeth arferol ar ôl 25,000 o filltiroedd a rhoddwyd manylion hyn i'r pwyllgor.

PENDERFYNIAD: Ystyriodd yr Is-bwyllgor y cais i drwyddedu'r cerbyd â'r Rhif Cofrestru SA67 FEM fel Cerbyd Hacni.

Nododd yr Aelodau fod y cais y tu allan i baragraff 2.1 y Polisi Trwyddedu oherwydd oedran y cerbyd.

Nododd yr Aelodau ymhellach fod paragraff 2.2 y Polisi yn caniatáu iddo gael ei lacio mewn amgylchiadau eithriadol, a rhoddwyd enghreifftiau o'r rhain ym mharagraff 2.4 y Polisi.

Ar ôl archwilio'r cerbyd, teimlai'r Is-bwyllgor fod y cerbyd yn eithriadol o ran ei ansawdd y tu mewn a'r tu allan, a'i nodweddion diogelwch. Felly, rhoddodd yr Is-bwyllgor y drwydded.

153. CAIS I DRWYDDEDU CERBYD HACNI

Gwnaed y cais gan Karl Svensen i drwyddedu cerbyd Dacia Logan Diesel Estate, rhif cofrestru VX15 YBU, fel Cerbyd Hacni i gludo 4 unigolyn. Roedd y cerbyd dan berchenogaeth yn barod ac fe'i cofrestrwyd gyntaf yn y DVLA ar 22 Ebrill 2015.

Yna, aeth yr Aelodau a'r Swyddogion ymlaen i archwilio'r cerbyd a oedd ar gael i'w archwilio ym maes parcio'r Swyddfeydd Dinesig, a gohiriwyd y cyfarfod am gyfnod byr i wneud hynny.

Pan ailgynullwyd y cyfarfod, dywedodd y Rheolwr Tîm (Trwyddedu) wrth yr Aelodau fod y cerbyd wedi gwneud 28,408 o filltiroedd ar hyn o bryd.

Er gwybodaeth yr Aelodau, ni ddarparwyd tystysgrif MOT gan nad oedd angen un oherwydd oedran y cerbyd. Fodd bynnag, darparwyd taflen wasanaeth a oedd yn rhoi manylion nifer o adroddiadau gwasanaeth.

Dywedodd y Rheolwr Tîm (Trwyddedu) wrth Mr Svensen fod y gwiriad hanes MOT ar gov.uk ar yr adeg y lluniwyd yr adroddiad yn dangos bod y cerbyd wedi'i alw yn ôl am resymau diogelwch. Gofynnodd i Mr Svensen a oedd yn gwybod pam.

Dywedodd Mr Svensen mai'r rheswm oedd oherwydd bod tolch yn y ffenestr flaen a drodd yn grac. Rhoddodd sicrwydd i'r Aelodau fod hyn wedi derbyn sylw ac nad oedd yn gwybod pam yr oedd y cofnod yn dangos ei fod wedi'i alw yn ôl o hyd. Cadarnhaodd y byddai'n gwirio'r rheswm pam.

PENDERFYNIAD: Ystyriodd yr Is-bwyllgor y cais i drwyddedu'r cerbyd â'r Rhif Cofrestru VX15 YBU fel Cerbyd Hacni.

Nododd yr Aelodau fod y cais y tu allan i baragraff 2.1 y Polisi Trwyddedu oherwydd oedran y cerbyd.

Nododd yr Aelodau ymhellach fod paragraff 2.2 y Polisi yn caniatáu iddo gael ei lacio mewn amgylchiadau eithriadol, a rhoddwyd enghreifftiau o'r rhain ym mharagraff 2.4 y Polisi.

Ar ôl archwilio'r cerbyd, teimlai'r Is-bwyllgor fod y cerbyd yn eithriadol o ran ei ansawdd y tu mewn a'r tu allan, a'i nodweddion diogelwch. Felly, rhoddodd yr Is-bwyllgor y drwydded.

154. CAIS I DRWYDDEDU CERBYD HACNI

Gwnaed y cais gan Karl Svensen i drwyddedu cerbyd Dacia Logan Diesel Estate, rhif cofrestru WM65 GXC, fel Cerbyd Hacni i gludo 4 unigolyn. Roedd y cerbyd dan berchenogaeth yn barod ac fe'i cofrestrwyd gyntaf yn y DVLA ar 31 Rhagfyr 2015.

Yna, aeth yr Aelodau a'r Swyddogion ymlaen i archwilio'r cerbyd a oedd ar gael i'w archwilio ym maes parcio'r Swyddfeydd Dinesig, a gohiriwyd y cyfarfod am gyfnod byr i wneud hynny.

Pan ailgynullwyd y cyfarfod, dywedodd y Rheolwr Tîm (Trwyddedu) wrth yr Aelodau fod y cerbyd wedi gwneud 25,282 o filltiroedd ar hyn o bryd.

Er gwybodaeth yr Aelodau, darparwyd MOT a hanes gwasanaeth.

Dywedodd y Rheolwr Tîm (Trwyddedu) wrth Mr Svensen fod y gwiriad hanes MOT ar gov.uk ar yr adeg y lluniwyd yr adroddiad yn dangos bod y cerbyd wedi'i alw yn ôl am resymau diogelwch. Gofynnodd i Mr Svensen a oedd yn gwybod pam.

PENDERFYNIAD: Ystyriodd yr Is-bwyllgor y cais i drwyddedu'r cerbyd â'r Rhif Cofrestru WM65 GXC fel Cerbyd Hacni.

Nododd yr Aelodau fod y cais y tu allan i baragraff 2.1 y Polisi Trwyddedu oherwydd oedran y cerbyd.

Nododd yr Aelodau ymhellach fod paragraff 2.2 y Polisi yn caniatáu iddo gael ei lacio mewn amgylchiadau eithriadol, a rhoddwyd enghreifftiau o'r rhain ym mharagraff 2.4 y Polisi.

Ar ôl archwilio'r cerbyd, teimlai'r Is-bwyllgor fod y cerbyd yn eithriadol o ran ei ansawdd y tu mewn a'r tu allan, a'i nodweddion diogelwch. Felly, rhoddodd yr Is-bwyllgor y drwydded.

155. DEDDF LLYWODRAETH LEOL (DARPARIAETHAU AMRYWIOL) 1982, CAIS I ADNEWYDDU TRWYDDED SEFYDLIAD RHYW, THE PRIVATE SHOP 72 BRIDGEND ROAD, ABERCYNFFIG.

Cyflwynodd y Rheolwr Tîm (Trwyddedu) adroddiad a oedd yn amlinellu'r cais a gafwyd gan Darker Enterprises Limited i adnewyddu'r Drwydded Sefydliad Rhyw mewn perthynas â'r safle uchod.

Esboniodd fod y cais wedi dod gerbron y pwyllgor i'w ystyried oherwydd nid oes gan y swyddogion bwerau dirprwyedig mewn perthynas â Thrwyddedau Sefydliad Rhyw.

Esboniodd y Rheolwr Tîm (Trwyddedu) fod y drwydded bresennol yn ddarostyngedig i amodau safonol ac amodau arbennig, fel y nodir yn atodiad A yr adroddiad.

Esboniodd y Rheolwr Tîm (Trwyddedu) fod yr ymgeisydd wedi cydymffurfio â'r holl ofynion statudol o ran hysbysebu am adnewyddu'r drwydded.

Dywedodd wrth yr Aelodau nad oedd y Tîm Trwyddedu wedi cael unrhyw wrthwynebiadau gan y cyhoedd, ymgynghoreion statudol, aelodau'r ward na Heddlu De Cymru.

Cadarnhaodd Heddlu De Cymru hefyd nad oedd gan yr ymgeisydd unrhyw euogfarnau.

Esboniodd y Rheolwr Tîm (Trwyddedu) nad oedd gan y Tîm Trwyddedu achos i bryderu mewn perthynas â'r Canllawiau i Aelodau: Sail i Wrthod, fel y nodir yn adran 4.6 yr adroddiad.

Gofynnodd Aelod a fu unrhyw achos i bryderu, cwynion neu broblemau eraill yn y gorffennol mewn perthynas â'r sefydliad hwn neu'r trwyddedai.

Cadarnhaodd y Rheolwr Tîm (Trwyddedu) na fu unrhyw broblemau hyd yma.

Gofynnodd Aelod ba mor aml yr oedd y sefydliad yn cael ei archwilio i sicrhau ei fod yn cydymffurfio â'r amodau a restrir yn Atodiad A.

Dywedodd y Rheolwr Tîm (Trwyddedu) fod y safle'n cael ei archwilio unwaith y flwyddyn ac ni chanfuwyd unrhyw achos i bryderu ar unrhyw achlysur. Pe byddai achos i bryderu, byddai'r safle'n cael ei archwilio'n amlach.

Torrodd y pwyllgor i wneud penderfyniad. Rhoddwyd y penderfyniad fel a ganlyn:

PENDERFYNIAD: "Rydym wedi ystyried y cais i adnewyddu'r Drwydded Sefydliad Rhyw ar gyfer Darker Enterprises Limited.

Rydym wedi nodi na fu unrhyw gynrychiolaethau gan y cyhoedd, ymgynghoreion statudol, aelodau'r ward na Heddlu De Cymru.

Rydym wedi nodi nad yw'r ymgeisydd a'r rheolwr wedi gwneud unrhyw beth sy'n golygu eu bod yn anaddas ers i'r drwydded gael ei hadnewyddu ddiwethaf, nad oes ganddynt unrhyw euogfarnau perthnasol ac nad oes gan yr heddlu unrhyw wrthwynebiadau.

Nodwyd mai hwn yw'r unig sefydliad yn yr ardal.

Rydym wedi ystyried cymeriad yr ardal a safleoedd eraill yn y cyffiniau. Rydym wedi nodi'r archwiliadau blynyddol ac nad oes unrhyw broblemau o ran gosodiad a chyflwr y safle.

Felly, o dan atodlen 3 paragraff 12 Deddf Llywodraeth Leol (Darpariaethau Amrywiol) 1982, nid yw'r un o'r seiliau y gallem wrthod y cais arnynt wedi'u cyflwyno, ac felly rydym yn fodlon rhoi'r drwydded."

156. EITEMAU BRYD

Dim

Daeth y cyfarfod i ben am 11:40

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BRIDGEND COUNTY BOROUGH COUNCIL

REPORT TO LICENSING SUB COMMITTEE

27 AUGUST 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 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 Richard Parrott, to licence a Toyota Avensis vehicle registration number MD66 WVW as a hackney carriage vehicle to seat 4 persons.
- 4.2 The vehicle is pre-owned and 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.
- 4.4 A service history has been provided dated the 5 April 2019 with mileage recorded at 16251.
- 4.6 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.

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 20 August 2019

Yvonne Witchell
Team Manager Licensing

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Background documents

Hackney Carriage Application
Hackney Carriage Vehicle Policy Guidelines

BRIDGEND COUNTY BOROUGH COUNCIL

REPORT TO LICENSING SUB COMMITTEE

27 AUGUST 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 Gwynne Evans, to licence a Mercedes E220 vehicle registration number MT17 EJE as a private hire vehicle to seat 4 persons.
- 4.2 The vehicle is pre-owned and was first registered at the DVLA ON 29 April 2017.
- 4.3 The application falls outside the Private Hire Vehicle Policy approved by the Licensing Committee. The vehicle is not wheelchair accessible. For Members' information a service report has been provided by Mercedes for 8 June 2018 with the mileage recorded at 15043 and the 17 June 2019 at 31510.

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 20 August 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

27 AUGUST 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 Forge Travel Limited, to licence a vehicle registration number WX07 DDV as a private hire vehicle to seat 8 persons.

- 4.2 The vehicle is pre-owned and was first registered at the DVLA ON 6 March 2007.

- 4.3 The application falls outside the Private Hire Vehicle Policy approved by the Licensing Committee. The vehicle is wheelchair accessible. For Members' information a service report has been provided dated 20 November 2018 with the mileage recorded at 7529, 3 January 2019 with mileage at 10473, 14 February 2019 with mileage at 13543, on 8 May 2019 at 18457 and 19 June 2019 with mileage at 19242. An MOT Test Certificate has been provided for the vehicle which expires on 27 August 2020, with the mileage recorded at 19596. A LOLER Service Report has been submitted for the tail lift on the vehicle dated 28 May 2019.

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 20 August 2019

Yvonne Witchell
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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

27 AUGUST 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 Robin Leigh, to licence a Mercedes S350 vehicle registration number DG62 EHW as a private hire vehicle to seat 5 persons.

- 4.2 The vehicle is pre-owned and was first registered at the DVLA ON 3 September 2012.

- 4.3 The application falls outside the Private Hire Vehicle Policy approved by the Licensing Committee. The vehicle is not wheelchair accessible. For Members' information there is an extensive service history for this vehicle. On the 5 May 2012 the mileage was recorded at 178, 10 May 2013 at 15362, 13 September 2013 at 30419, 23 May 2014 at 46012, on 9 September 2014 at 60407, on 27 May 2015 at 74902, on 15 September 2015 at 91317, on 3 March 2016 at 105118 and on 16 December 2016 at 121,511. The last MOT for the vehicle shows that it was tested on 11 June 2019 with the mileage recorded at 125362. The MOT expires on the 10 June 2020.

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 20 August 2019

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Background documents

Private Hire Vehicle Application
Private Hire Vehicle Policy Guidelines

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