

PRIFYRDD, CYMRU

202- Rhif

DEDDF CYNLLUNIO GWLAD A THREF 1990

GORCHYMYN CAU PRIFYRDD (FFORDD
PENLAN, PARC MENAI, BANGOR,
GWYNEDD) 202-

Gwnaed 202-

Yn dod i rym 202-

Mae Gweinidogion Cymru, drwy arfer eu pwerau o dan adran 247 o Ddeddf Cynllunio Gwlad a Thref 1990(1), yn gwneud y Gorchymyn hwn.

Enwi a Chychwyn

1. Enw'r Gorchymyn hwn yw Gorchymyn Cau Prifffyrdd (Ffordd Penlan, Parc Menai, Bangor, Gwynedd) 202- a daw i rym ar ***** 202-.

Dehongli

2. Yn y Gorchymyn hwn—

ystyr “y Cyngor” (“*the Council*”) yw Cyngor Gwynedd;

ystyr “y datblygwr” (“*the developer*”) yw'r person sy'n gwneud y datblygiad y mae'r caniatâd cynllunio wedi ei roi ar ei gyfer;

ystyr “Deddf 1990” (“*the 1990 Act*”) yw Deddf Cynllunio Gwlad a Thref 1990;

ystyr “y plan a adnewwyd” (“*the deposited plan*”) yw'r plan sy'n dwyn yr enw “Gorchymyn Cau Prifffyrdd (Ffordd Penlan, Parc Menai, Bangor, Gwynedd) 202-” o dan y cyfeirnod qA2201821 sy'n dod gyda'r Gorchymyn hwn.

HIGHWAYS, WALES

202- No

TOWN AND COUNTRY PLANNING ACT 1990

THE STOPPING UP OF HIGHWAYS
(FFORDD PENLAN, PARC MENAI, BANGOR,
GWYNEDD) ORDER 202-

Made 202-

Coming into Force 202-

The Welsh Ministers, in exercise of their powers under section 247 of the Town and Country Planning Act 1990(1), make this Order.

Title and Commencement

1. The title of this Order is the Stopping Up of Highways (Ffordd Penlan, Parc Menai, Bangor, Gwynedd) Order 202- and it comes into force on ***** 202-.

Interpretation

2. In this Order—

“the Council” (“*y Cyngor*”) means Gwynedd Council;

“the deposited plan” (“*y plan a adnewwyd*”) means the Plan entitled “The Stopping Up of Highways (Ffordd Penlan, Parc Menai, Bangor, Gwynedd) Order 202-” with reference qA2201821 which accompanies this Order;

“the developer” (“*y datblygwr*”) means the person carrying out the development for which the planning permission has been granted;

“the 1990 Act” (“*Deddf 1990*”) means the Town and Country Planning Act 1990.

(1) 1990 p. 8; diwygiwyd adran 247 gan adran 20(4) o Ddeddf Llywodraeth Leol (Cymru) 1994 (p. 19) a pharagraff 24 o Atodlen 6 iddi. Yn rhinwedd O.S. 1999/672 ac adran 162 o Ddeddf Llywodraeth Cymru 2006 (p. 32) a pharagraff 30 o Atodlen 11 iddi, mae'r swyddogaethau hyn yn arferadwy bellach gan Weinidogion Cymru o ran Cymru.

(2) 1990 c. 8; section 247 was amended by section 20(4) of, and paragraph 24 of Schedule 6 to, the Local Government (Wales) Act 1994 (c 19). By virtue of S.I. 1999/672, and section 162 of, and paragraph 30 of Schedule 11 to, the Government of Wales Act 2006 (c. 32), these functions are now exercisable by the Welsh Ministers in relation to Wales.

Cau Priffordd

3. Yn ddarostyngedig i erthyglau 4 a 5 o'r Gorchymyn hwn, mae Gweinidogion Cymru yn awdurdodi cau'r darn o briffordd a ddisgrifir yn Atodlen 1 i'r Gorchymyn hwn. Mae Gweinidogion Cymru wedi eu bodloni bod angen cau'r briffordd er mwyn gwneud y datblygiad yn unol â'r caniatâd cynllunio a roddwyd o dan Ran 3 o Ddeddf 1990 gan Arolygydd a benodwyd gan Weinidogion Cymru ar 21 Ebrill 2022 o dan y cyfeirnod APP/Q6810/A/21/3280223 ac a ddisgrifir yn Atodlen 2 i'r Gorchymyn hwn.

Y Darpariaethau sy'n Angenrheidiol neu'n Hwylus cyn Cau Priffordd

4. Ni chaniateir cau'r darn o briffordd a ddisgrifir yn Atodlen 1 i'r Gorchymyn hwn—

- (a) hyd nes y bydd y datblygwr wedi darparu, er boddhad rhesymol y Cyngor, blaniau sy'n dangos sut y mae'r darn o briffordd i'w gau;
- (b) hyd nes y bydd y datblygiad a ddisgrifir yn Atodlen 2 i'r Gorchymyn hwn wedi ei ddechrau a bod y datblygwr wedi hysbysu'r Cyngor yn ysgrifenedig ei bod yn angenrheidiol cau'r briffordd er mwyn i'r datblygiad fynd rhagddo; ac
- (c) hyd nes y bydd y Cyngor wedi ysgrifennu at y datblygwr i gadarnhau bod paragraffau (a) a (b) wedi eu bodloni.
- (d)

Ymgwymerwyr Statudol a Darparwyr

5. Pan fo gan ymgwymerwyr statudol neu ddarparwyr system gyfathrebu gyhoeddus unrhyw gyfarpar o dan y briffordd, ynddi, arni, drosti, ar ei hyd neu ar ei thraws yn union cyn cau'r darn o briffordd, yna (yn ddarostyngedig i adran 261(4) o Ddeddf 1990) bydd gan yr ymgwymerwyr neu'r darparwyr yr un hawliau mewn cysylltiad â'r cyfarpar ag a oedd ganddynt cyn cau'r briffordd.

Stopping Up

3. Subject to articles 4 and 5 of this Order the Welsh Ministers authorise the stopping up of the length of highway described in Schedule 1 to this Order. The Welsh Ministers are satisfied that the stopping up is necessary to enable development to be carried out in accordance with planning permission granted under Part 3 of the 1990 Act by an Inspector appointed by the Welsh Ministers on 21 April 2022 with reference APP/Q6810/A/21/3280223 and described in Schedule 2 to this Order.

Provisions Necessary or Expedient before Stopping Up

4. The length of highway described in Schedule 1 to this Order must not be stopped up until—

- (a) the developer has provided, to the reasonable satisfaction of the Council, plans showing how the length of highway is to be stopped up;
- (b) the development described in Schedule 2 to this Order has commenced and the developer has informed the Council in writing of the necessity to stop up the highway to allow the development to proceed; and
- (c) the Council has confirmed in writing to the developer that paragraphs (a) and (b) are satisfied.

Statutory Undertakers and Providers

5. Where immediately before the lengths of highway are stopped up, there is under, in, on, over, along or across the highway any apparatus of statutory undertakers or public communications providers then (subject to section 261(4) of the 1990 Act) the undertakers or providers continue to have the same rights in respect of the apparatus as they had before the stopping up.

Llofnodwyd ar ran Ysgrifennydd y Cabinet dros yr Economi, Trafnidiaeth a Gogledd Cymru, un o Weinidogion Cymru.

Signed on behalf of the Cabinet Secretary for the Economy, Transport and North Wales, one of the Welsh Ministers.

Dyddiedig

202-

Dated

202-

Nicci Hunter
Arweinydd y Tîm Busnes
Llywodraeth Cymru

Nicci Hunter
Business Team Leader
Welsh Government

ATODLEN 1
(Bras amcan yw pob mesuriad)
Y darn o briffordd sydd i'w gau

Darn afreolaidd ei siâp o briffordd o'r enw Ffordd Penlan, sy'n ymestyn i gyfeiriad y gorllewin o'i chyffordd â'r briffordd o'r enw Ffordd y Parc am bellter o 96 o fetrau yn y man hiraf, ac sy'n 6 metr yn y man lletaf, a ddangosir â llinellau sebra ar y plan a adneuwyd.

SCHEDULE 1
(All measurements are approximate)
Length of highway to be stopped up

An irregular shaped length of highway known as Ffordd Penlan, extending from its junction with the highway known as Ffordd y Parc for a maximum distance of 96 metres in a westerly direction, and having a maximum width of 6 metres, shown by zebra hatching on the deposited plan.

ATODLEN 2
Y datblygiad

Newid defnydd Tŷ Menai, Ffordd Penlan, Parc Menai, Bangor o Ddosbarth Defnydd B1 (swyddfa) i Ddosbarth Defnydd D1 (sefydliad amhreswyl); addasiadau i'r wedd allanol ynghyd â chreu ffordd fynediad, maes parcio ar gyfer bysiau, llwybrau cyswllt i gerddwyr a thirlunio cysylltiedig.

SCHEDULE 2
The development

The change of use of Tŷ Menai, Ffordd Penlan, Parc Menai, Bangor from Use Class B1 (office) to Use Class D1 (non-residential institution); alterations to the external elevations together with the formation of an access road, coach parking, pedestrian link paths and associated landscaping.