

yn ymwneud â dod o hyd i safleoedd cyhoeddus ar gyfer Sipsiwn a Theithwyr, yn hytrach na safleoedd preifat.

- Paragraff 7.4.99 - mae cynnwys 'ni chant aros am fwy na 5 diwrnod' yn cyfyngu Awdurdodau Lleol yn y dyfodol os byddant yn gweld y terfyn amser hwn yn wrthgynhyrchiol. Hefyd, nodir bod angen safle tramwy/aros allai gymryd hyd at 15 o leiniau er mwyn rhoi lle i 15 carafán. Fodd bynnag, mae canllawiau Dylunio Safleoedd Sipsiwn a Theithwyr Llywodraeth Cymru'n datgan y dylai pob llain dramwy fedru rhoi lle i ddwy garafán deithiol. Felly dylai safle 8 llain fod yn ddigonol.
- Polisi TAI11 - mewn perthynas â diogelu safleoedd presennol, dylid ehangu'r cymal i: "diogelu fel safleoedd preswyl parhaol i'w defnyddio gan Sipsiwn a Theithwyr yn unig".
- Polisi TAI13 - dyma'r polisi ar sail meini prawf ar gyfer safleoedd Sipsiwn a Theithwyr yn y dyfodol, mae'r meini prawf hyn yn ymwneud yn benodol â safleoedd preswyl ac nid ydynt yn caniatáu ar gyfer anghenion safleoedd tramwy yn y dyfodol. Nid yw maen prawf 2 yn ei gwneud yn glir nad oes trafndiaeth gyhoeddus ar gael bob tro, yn arbennig pan fo safleoedd yn cael eu dynodi yn unol â pharagraff 7.4.102. Mae maen prawf 4 yn hyblyg iawn yn sgil defnyddio'r cymal "yn cynnwys". Dylai'r awdurdodau ystyried cyfyngu'r ffactorau hyn i'r rhai a nodwyd eisoes, ac ychwanegu "oni bai bod mesurau lliniaru yn bosibl ac yn gymesur". Mae maen prawf 6 yn afresymol gan fod canllawiau Dylunio Safleoedd Sipsiwn a Theithwyr Llywodraeth Cymru'n ymwneud â safleoedd Awdurdodau Lleol ac nid safleoedd preifat. Gallai'r Awdurdod Lleol egluro y dylai'r safleoedd cyhoeddus ystyried y canllawiau hynny, tra byddai safleoedd preifat yn cael eu rheoleiddio dan Ddeddf Cartrefi Symudol (Cymru) 2013. Mae maen prawf 9 eisoes yn dod o dan bolisi TAI11.
- Gallai paragraff 7.4.104 fod yn rhesymol mewn perthynas â safleoedd preswyl parhaol ond nid mewn perthynas â defnyddwyr tramwy.
- Dylai paragraff 7.4.105 egluro nad oes gofyn i ddatblygwyr safleoedd preifat fyw yn yr ardal cyn cyflwyno cais cynllunio ar gyfer safle, gan y gallai hyn gyfyngu ar ryddid symudiad. Mae cylchlythyr cynllunio 30/2007 Llywodraeth Cymru yn ei gwneud yn glir y byddai gofyniad o'r fath yn annerbyniol ac yn mynd yn groes i bolisi cenedlaethol.
- Mae paragraff 2.11 yn datgan y bydd pob safle sy'n dod o dan restr o feini prawf yn cael eu diystyru. Fodd bynnag, ni ddylid diystyru dynodiad ardal llifogydd C1 yn awtomatig. Dylid profi'r cyfiawnhad dros safleoedd o'r fath yn hytrach na chyfyngu opsiynau addas posibl ymhellach.

Cyfeiriadau at ganllawiau presennol:

Paragraff 7.2.23 - yn cyfeirio at Ddatganiad Polisi Ynni Llywodraeth Cymru (2010). Mae bellach wedi'i ddisodli gan Ynni Cymru: Newid Carbon Isel (2012).

Tabl 5 - yn cyfeirio at flaenoriaethau'r Cynlluniau Trafnidiaeth Rhanbarthol Taith a TraCC. Bydd y Cynlluniau hyn yn cael eu disodli gan Gynllun Trafnidiaeth Lleol ar y Cyd Gogledd Cymru a Chynllun Trafnidiaeth Lleol ar y Cyd Canolbarth Cymru. Dylai'r cynllun gyfeirio at unrhyw welliannau priffordd yr ymrwymwyd iddynt pan fo'n briodol.

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- Paragraph 7.4.97 - further clarification is required in relation to step 4 (relating to the 'detailed site assessment') and policy should also reflect that the process is in relation to finding public Gypsy and Traveller sites, as opposed to private sites.
- Paragraph 7.4.99 -by including 'up to 5 days at a time' restricts the Local Authorities in future if they found this time limit was counter-productive. It also states that a transit site of 15 pitches could be required to accommodate 15 caravans.). However, the Welsh Government's Designing Gypsy and Traveller Sites guidance states each transit pitch should be capable of accommodating two tourer caravans. Therefore, a site of 8 pitches should suffice.
- Policy TAI11 - relates to the safeguarding of existing sites, the phrase should be widened to: "safeguarded as a permanent residential site to be solely used by Gypsies and Travellers".
- Policy TAI13 - constitutes the criteria-based policy for future Gypsy and Traveller sites, these criteria relate specifically to residential sites and does not allow for future transit site needs. Criterion 2 is not clear that public transport links are not always available, particularly where sites are allocated in accordance with paragraph 7.4.102. Criterion 4 is extremely flexible due to the use of the word "including." The authorities should consider limiting these factors to those already mentioned and add "unless mitigation is possible and proportionate." Criterion 6 is unreasonable as the Welsh Government Designing Gypsy and Traveller Sites guidance applies to Local Authority sites and not private sites. The Local Authority could clarify that public sites should have regard to that guidance whilst private sites would be regulated under the Mobile Homes (Wales) Act 2013. Criterion 9 is already covered by policy TAI11.
- Paragraph 7.4.104 could be reasonable in relation to permanent residential sites but not in relation to transit occupants.
- Paragraph 7.4.105 should clarify that private site developers should not be required to live in the area before submitting a site planning application as this could otherwise have the effect of limiting freedom of movement. Welsh Government planning circular 30/2007 makes clear that such a requirement would be unacceptable and contrary to national policy.
- Paragraph 2.11 states that all sites included within a range of listed criteria will be discarded. However, the designation of C1 flood zone should not be automatically discarded. Such sites should be subject to a justification test instead of further limiting potentially suitable options.

References to current guidance:

Paragraph 7.2.23 - refers to the Welsh Government's Energy Policy Statement (2010). This has been superseded by Energy Wales: A Low Carbon Transition (2012).

Table 5 - refers to priorities of the Taith and TraCC Regional Transport Plans. These Plans are to be replaced by the North Wales Joint Local Transport Plan and the Mid Wales Joint Local Transport Plan. The plans should make reference to any committed highway improvements wher relevant

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Appendix 1 – Deposit Plan

Strategic Objectives and Policies

- 1.1 NRW considers that the identification and review of key trends brought to the fore by the review of the strategies, plans and programmes identified in Chapter 3 has successfully identified the main issues that are to be tackled by the Joint LDP.
- 1095 { 1.2 NRW recommends that Table 5 includes reference to National Planning Policies including Planning Policy Wales and Technical Advice Notes.
- 1.3 It is considered that the Plans' series of Strategic Objectives set out in section 5.8 will help ensure that the Plans' vision is realised and also sets out the context for the Strategic Policies and Detailed Policies to be based upon.
- 1.4 It is acknowledged that Strategic Objective Theme 5 now also includes the need to protect, enhance and manage natural resources.
- 1.5 It is noted that it is anticipated that transformational economic change arising from the unique scale of major infrastructure projects on Anglesey and the Island's Enterprise Zone status will be the biggest driver of spatial and social change over the Plan period.

Test of Soundness

- 1.6 As explained in our covering letter NRW considers that the Deposit Plan is unsound as it fails the Procedural P2 Test of Soundness and both the CE1 and CE2 Coherence and Effectiveness Tests.

Transport Network Developments

- 1.7 The Plan outlines 4 transport schemes that will be secured during the Plan period including the A487 Caernarfon to Bontnewydd bypass, the Llangefni Link Road, a new Menai Strait Crossing and road improvements on the A5025 from Valley to Wylfa Newydd.
- 1.8 NRW would appreciate being involved in the discussions regarding these proposed schemes as early as possible in order to identify key development constraints and provide advice. For some of the above named schemes NRW has already provided Scoping advice.