

Rhif: WG45197



Llywodraeth Cymru
Welsh Government

Llywodraeth Cymru
Ymgynghoriad – crynodeb o'r ymatebion

Safle Rheoli Ffiniau Parc Cybi

Tachwedd 2021

Mott MacDonald
4th Floor
9 Portland Street
Manchester M1 3BE
United Kingdom

+44 (0)161 914 8880

Llywodraeth Cymru
5ed Llawr
Tŷ Hywel
Bae Caerdydd
CF99 1NA

Safle Rheoli Ffiniau Gogledd Cymru

Adroddiad Ymgynghori ac Ymgysylltu
BCP21-006-06-00

Cofnod Cyhoeddi a Diwygio

| Fersiwn ddiwygiedig | Dyddiad | Cychwynnydd | Gwiriwr | Cymeradwywr | Disgrifiad |
|---------------------|----------|-------------|---------|-------------|--|
| 1.0 | 06/07/21 | JG | CC | | |
| 2.0 | 03/08/21 | JG | CC | | Ail gyhoeddiad yn dilyn sylwadau gan y cleient |
| 3.0 | 18/08/21 | JG | CC | | Trydydd cyhoeddiad yn dilyn sylwadau gan y cleient |
| 4.0 | 01/10/21 | JG | CC | | Pedwerydd cyhoeddiad yn dilyn diwygiadau i gyfyngiadau'r Gorchymyn Datblygu Arbennig |
| | | | | | |
| | | | | | |
| | | | | | |

Cyfeirnod y ddogfen BCP21-006-06-00 |

Dosbarth y wybodaeth: Safonol

Cyhoeddir y ddogfen hon i'r parti a'i comisiynodd ac at ddibenion penodol sy'n gysylltiedig â'r prosiect a gapsynwyd uchod yn unig. Ni ddylai unrhyw barti arall ddibynnu arni ac ni ddylid ei defnyddio at unrhyw ddiben arall.

Nid ydym yn derbyn unrhyw gyfrifoldeb am y canlyniadau os bydd unrhyw barti arall yn dibynnu ar y ddogfen hon neu os caiff ei defnyddio at unrhyw ddiben arall, neu os yw'n cynnwys unrhyw wall neu hepgoriad sy'n deillio o wall neu hepgoriad mewn data a roddwyd inni gan bartïon eraill.

Mae'r ddogfen hon yn cynnwys gwybodaeth gyfrinachol ac eiddo deallusol perchenogol. Ni ddylid ei dangos i bartïon eraill heb ein caniatâd a chaniatâd y parti a'i comisiynodd.

Cynnwys

| | | |
|----------|---|-----------|
| 1 | Dulliau Ymgysylltu | 1 |
| 1.1 | Nodi Ymgyngoreion | 1 |
| 1.2 | Gwybodaeth a roddwyd i'r Ymgyngoreion | 2 |
| 1.3 | Dulliau o Ymgysylltu ag Ymgyngoreion | 3 |
| 2 | Cofnod o Ymgysylltu ac Ymgynghori | 6 |
| 2.1 | Ymgyngoreion | 6 |
| 3 | Crynodeb o Ganlyniad y Gweithgarwch Ymgysylltu | 12 |
| 3.1 | Ymatebion i'r ymgynghoriad gan ymgyngoreion a nodwyd | 12 |
| 3.2 | Ymatebion i'r ymgynghoriad gan sefydliadau eraill | 24 |
| 3.3 | Adborth a Gafwyd gan Rhanddeiliaid y Ffin Ymgynghori Linell Goch a Rhanddeiliaid Cymunedol Eraill | 24 |
| 4 | Casgliad | 41 |

Tablau

| | | |
|-----------|---|----|
| Tabl 1.1: | Dulliau Ymgysylltu | 3 |
| Tabl 2.1: | Ymgyngoreion | 7 |
| Tabl 3.1: | Ymgyngoreion a nodwyd – Adborth ac Ymateb | 13 |
| Tabl 3.2: | Ymatebion i'r ymgynghoriad gan sefydliadau eraill | 24 |
| Tabl 3.3: | Crynodeb o'r adborth gan ymatebwyr i'r ymgynghoriad cyhoeddus | 27 |

Ffigurau

| | | |
|-------------|---|----|
| Ffigur 1.1: | Y Ffin Ymgynghori Linell Goch | 1 |
| Ffigur 1.2: | Map o Leoliadau Hysbysiadau Safle | 4 |
| Ffigur 1.3: | Trydariad o Gyfrif Llywodraeth Cymru | 5 |
| Ffigur 3.1: | Ffynonellau adborth | 26 |
| Ffigur 3.2: | Themâu adborth cyffredin | 26 |
| Ffigur 3.3: | Ym mha gapasiti rydych yn cyflwyno sylwadau ar y Safle Rheoli Ffiniau arfaethedig a fydd yn gwasanaethu Porthladd Caergybi? (Ticiwch fwy nag un os yw'n gymwys) | 38 |
| Ffigur 3.4: | A ydych yn byw yn agos i'r llwybr dynodedig ar gyfer cerbydau nwyddau trwm rhwng y rhwydwaith ffyrdd lleol a'r safle mewndirol arfaethedig? | 38 |
| Ffigur 3.5: | A ydych yn byw yn agos i'r safle arfaethedig? | 39 |
| Ffigur 3.6: | Lleoliadau ymatebwyr (Ynys Gybi) | 39 |
| Ffigur 3.7: | Lleoliadau ymatebwyr (Ynys Môn) | 40 |
| Ffigur 3.8: | Lleoliadau ymatebwyr (Pob lleoliad) | 40 |

Tablau - Atodiadau

Mae **Atodiad A** i'r adroddiad hwn yn rhestru'r ymgynghoreion a nodwyd ac yr ymgysylltwyd â nhw.

Mae **Atodiad B** i'r adroddiad hwn yn cynnwys copiâu o'r sylwadau a gafwyd gan ymgynghoreion technegol.

Mae **Atodiad C** i'r adroddiad hwn yn cynnwys copiâu o'r sylwadau a gafwyd gan ymgynghoreion cyhoeddus.

Mae **Atodiad D** i'r adroddiad hwn yn cynnwys copiâu o'r sylwadau a gafwyd gan sefydliadau eraill

Mae **Atodiad E** i'r adroddiad hwn yn cynnwys copiâu o'r deunyddiau ymgysylltu a ddarparwyd fel rhan o'r ymgynghoriad cyhoeddus

Mae **Atodiad F** i'r adroddiad hwn yn cynnwys copiâu o'r deunyddiau ymgysylltu a ddarparwyd i randdeiliaid technegol

Mae **Atodiad G** i'r adroddiad hwn yn crynhoi'r broses ddylunio fanwl sy'n sail i Daenlen Cyfyngiadau'r Gorchymyn Datblygu Arbennig a Chynllun Amlen Gydsynio'r Gorchymyn Datblygu Arbennig.

Crynodeb gweithredol

Ymadawodd y Deyrnas Unedig (DU) â'r Undeb Ewropeaidd (UE) ar 31 Rhagfyr 2020. Daeth rheolau newydd ynglŷn â masnach, teithio a busnesau i'r UE a'r DU i rym ar 1 Ionawr 2021 ar ôl i'r cyfnod pontio ddod i ben. Yng Nghaergybi, byddai angen cynnal archwiliadau ar gyfer nwyddau megis anifeiliaid, planhigion a chynhyrchion sy'n dod o anifeiliaid a fyddai'n dod i mewn i Gymru o Weriniaeth Iwerddon, a elwir yn archwiliadau lechydol a Ffytioechydol. Llywodraeth Cymru sy'n gyfrifol am yr archwiliadau hyn. Ar hyn o bryd, nid oes digon o le yn y porthladd i brosesu'r archwiliadau y bydd angen eu cynnal yn y dyfodol.

Byddai angen i ddefnydd arfaethedig Llywodraeth Cymru o'r safle gael cymeradwyaeth, y mae'n ceisio ei sicrhau o dan ofynion Gorchymyn Datblygu Arbennig o dan adran 59 o Gynllun Cynllunio Gwlad a Thref 1990.

Nid oes unrhyw ofyniad statudol i ymgynghori cyn gwneud gorchymyn datblygu arbennig. Gall Gweinidogion Cymru arfer pwerau sy'n ffafriol i gyflawni eu swyddogaethau neu'n gysylltiedig â chyflawni eu swyddogaethau yn rhinwedd swyddogaethau gweithredol cyfraith gwlad a drosglwyddwyd iddynt drwy adran 58A o Ddeddf Llywodraeth Cymru 2006. Mae hyn yn cynnwys y pŵer i ymgynghori.

Parodd yr ymgynghoriad cymunedol am gyfnod o 21 diwrnod rhwng 24 Mawrth 2021 a 13 Ebrill 2021, tra cafodd rhanddeiliaid technegol a nodwyd fwy o amser. Mae'r ymgynghoriad a gynhaliwyd yn gwyro oddi wrth bolisi Llywodraeth Cymru i roi cyfnod o 12 wythnos ar gyfer ymgynghori. Y rhesymau dros y gwriad hwn oedd darparu ar gyfer ymgysylltu'n gynnar â rhanddeiliaid ac ystyried y gofynion ar gyfer archwiliadau a nodir o dan Fodel Gweithredu Ffiniau'r DU.

Mae'r Adroddiad ar yr Ymgynghoriad hwn wedi'i lunio ac

- mae'n crynhoi'r canlynol:
 - y dulliau a ddefnyddiwyd i ymgysylltu â'r ymgysylltu â'r ymgynghoreion ynghylch y datblygiad;
 - y wybodaeth a roddwyd i'r ymgynghoreion a phryd y'i rhoddwyd iddynt; ac
 - canlyniadau'r ymgynghoriad â phob ymgynghorai; ac
- mae'n cynnwys:
 - datganiad am y cyfnod a roddwyd i bob ymgynghorai gyflwyno sylwadau ynghylch y datblygiad, nad oedd yn llai na 21 diwrnod calendr ac a ddechreuodd ar y dyddiad y cawsant eu gwahodd i gyflwyno sylwadau o'r fath;
 - copïau o'r cynrychioliadau a gafwyd gan ymgynghoreion.

Diffinnir 'prif sylwadau' fel yr ymatebion swyddogol a ddarperir gan ymgynghoreion sy'n nodi eu barn ar y cynigion yn ysgrifenedig. Ceir copïau o'r sylwadau hyn yn **Atodiadau B, C a D**. Nid yw hyn yn cynnwys gohebiaeth arall ag ymgynghoreion yn ystod y cyfnod ymgynghori (e.e. negeseuon e-bost, cyfarfodydd rhithwir neu alwadau ffôn).

Mae **Pennod 1** o'r adroddiad hwn yn crynhoi'r dulliau a ddefnyddiwyd i ymgysylltu â phartïon â diddordeb er mwyn helpu i ddrafftio Gorchymyn Datblygu Arbennig o dan adran 59(3) o Ddeddf Cynllunio Gwlad a Thref 1990. Darperir enghreifftiau o ddeunyddiau ymgysylltu ac ymgynghori yn **Atodiad C**.

Mae **Pennod 2** o'r adroddiad hwn yn darparu cofnod o weithgarwch ymgysylltu ac yn cynnwys datganiad am y cyfnod a roddwyd i bob ymgynghorai gyflwyno sylwadau er mwyn helpu i ddrafftio Gorchymyn Datblygu Arbennig o dan adran 59(3) o Ddeddf Cynllunio Gwlad a Thref 1990.

Mae **Pennod 3** o'r adroddiad hwn yn crynhoi canlyniadau'r ymgynghoriad â phob ymgynghorai.

Mae **Atodiad A** i'r adroddiad hwn yn rhestru'r ymgynghoreion a nodwyd ac yr ymgysylltwyd â nhw.

Mae **Atodiad B** i'r adroddiad hwn yn cynnwys copiâu o'r sylwadau a gafwyd gan ymgynghoreion technegol.

Mae **Atodiad C** i'r adroddiad hwn yn cynnwys copiâu o'r sylwadau a gafwyd gan ymgynghoreion cyhoeddus.

Mae Atodiad D i'r adroddiad hwn yn cynnwys copiâu o'r sylwadau a gafwyd gan sefydliadau eraill.

Mae **Atodiad E** i'r adroddiad hwn yn cynnwys copiâu o'r deunyddiau ymgysylltu a ddarparwyd fel rhan o'r ymgynghoriad cyhoeddus

Mae Atodiad F i'r adroddiad hwn yn cynnwys copiâu o'r deunyddiau ymgysylltu a ddarparwyd i randdeiliaid technegol.

Mae **Atodiad G** i'r adroddiad hwn yn crynhoi'r broses ddylunio fanwl sy'n sail i Daenlen Cyfyngiadau'r Gorchymyn Datblygu Arbennig a Chynllun Amlen Gydsynio'r Gorchymyn Datblygu Arbennig

1 Dulliau Ymgysylltu

Mae'r bennod hon yn crynhoi'r dulliau a ddefnyddiwyd i ymgysylltu ag ymgynghoreion ynghylch y Safle Rheoli Ffiniau arfaethedig yn Llain 9, Parc Cybi er mwyn helpu i ddrafftio Gorchymyn Datblygu Arbennig o dan adran 59 o Ddeddf Cynllunio Gwlad a Thref 1990.

1.1 Nodi Ymgynghoreion

Cynhaliwyd ymarfer mapio helaeth cyn dechrau'r ymgynghoriad er mwyn sicrhau bod yr holl ymgynghoreion technegol perthnasol yn cael eu nodi.

Ceir rhestr lawn o'r ymgynghoreion a nodwyd yn **Atodiad A**.

Dewiswyd parth ymgynghori er mwyn sicrhau bod yr holl berchenogion a meddianwyr perthnasol yn cael eu cynnwys yn y broses ymgynghori. Mae hyn yn cynnwys:

- perchenogion tir ger y safle;
- meddianwyr tir ger y safle, neu ffyrdd a gaiff eu defnyddio gan gerbydau yn teithio i'r safle ac oddi yno, y mae'r datblygiad yn debygol o effeithio arnynt.

Ffigur 1.1: Y Ffin Ymgynghori Linell Goch



Yr ardal o fewn y Ffin Ymgynghori Linell Goch a ddangosir yn y llun uchod yw'r ardal ymgynghori leol ar gyfer y Safle Rheoli Ffiniau arfaethedig ym Mharc Cybi. Dewiswyd y Ffin Ymgynghori Linell Goch yn seiliedig ar b'un a oedd eiddo wedi'i leoli ger y safle ac allai, felly, gael ei amlygu i draffig ychwanegol ar y rhwydwaith ffyrdd oddi amgylch, mewn cydweithrediad â'r awdurdod lleol ac er mwyn ystyried effeithiau amgylcheddol lleol a allai effeithio ar dderbynyddion yn yr ardal. I'r graddau hyn, penderfynwyd y byddai

unrhyw eiddo masnachol neu breswyl o fewn 1km i'r safle yn cael deunyddiau ymgynghori. Roedd hyn yn golygu bod 459 o gyfeiriadau wedi cael y deunydd ymgynghori drwy'r post, fel y dangosir yn nhabl 1.1. isod.

Mae'r Ffin Ymgynghori Linell Goch yn cynnwys Parc Gwledig Trearddur, Gwasanaethau Arhosfan Loriau Roadking a Premier Inn Caergybi, ynghyd â nifer o eiddo preswyl ger yr A55 a Bae Trearddur y gellid effeithio arnynt am eu bod yn agos i'r safle a'r effaith ar y Rhwydwaith Ffyrdd Strategol o ganlyniad i adeiladu a gweithredu'r safle.

Yn ogystal â nodi'r aelodau hynny o'r gymuned â diddordeb yn y safle, roedd yn hanfodol ymgysylltu â rhanddeiliaid allweddol y byddai ganddynt diddordeb ehangach yn y cynllun. Dangosir y rhanddeiliaid allweddol hyn isod.

Mae gan bob un o'r awdurdodau canlynol swyddogaeth o ran y safle neu ran ohono:

- Gwasanaeth Tân ac Achub Gogledd Cymru – awdurdod tân ac achub (fel y'i diffinnir yn adran 1 o Ddeddf Gwasanaethau Tân ac Achub 2004 2004)(a))
- Cyngor Sir Ynys Môn – awdurdod llifogydd lleol arweiniol (fel y'i diffinnir yn adran 6(7) o Ddeddf Rheoli Llifogydd a Dŵr 2010 (b))
- Cyngor Sir Ynys Môn – awdurdod lleol
- Cyngor Sir Ynys Môn – awdurdod priffyrdd lleol
- Cyngor Sir Ynys Môn – awdurdod cynllunio lleol

Oherwydd eu rolau yn yr ardal leol a'r rhanbarth, cafodd y sefydliadau canlynol eu cynnwys hefyd fel ymgynghoreion ar gyfer y Gorchymyn Datblygu Arbennig hwn:

- Ymddiriedolaeth GIG Gwasanaethau Ambiwlans Cymru
- Heddlu Gogledd Cymru
- Yr Awdurdod Gweithredol Iechyd a Diogelwch - sef awdurdod cymwys rheoli peryglon damweiniau mawr (COMAH) fel y'i diffinnir yn rheoliad 2(1) o Reoliadau Cynllunio (Sylweddau Peryglus) 2015(c) (os yw'r safle neu unrhyw ran ohono mewn ardal perygl i ddiogelwch neu'n cynnwys ardal perygl i ddiogelwch).
- Arolygiaeth Diogelwch Tân Safleoedd y Goron
- Cyfoeth Naturiol Cymru (CNC)
- Is-adran Rheoli'r Rhwydwaith Llywodraeth Cymru
- Asiantaeth Cefnffyrdd Gogledd a Chanolbarth Cymru (NMWTRA)
- Cadw
- Ymddiriedolaeth Archeolegol Gwynedd / Gwasanaeth Cynllunio Archeolegol Gwynedd
- Dŵr Cymru
- Land & Lakes – deiliad tir cyfagos
- Stena Line – perchennog Porthladd Caergybi a gweithredwr fferïau
- Irish Ferries – gweithredwr fferïau

1.2 Gwybodaeth a roddwyd i'r Ymgynghoreion

Rhoddwyd gwybodaeth i'r holl ymgynghoreion a restrir yn **Atodiad A** i'r adroddiad hwn am y Safle Rheoli Ffiniau arfaethedig. Roedd hyn o leiaf yn cynnwys gwybodaeth am leoliad y safle, y defnydd arfaethedig ohono a gwybodaeth gryno am y llwybr cynllunio a'r broses ymgynghori.

Cafodd rhanddeiliaid technegol penodol wybodaeth fanylach, gan gynnwys cynllun arfaethedig y safle ar gyfer y Safle Rheoli Ffiniau a, lle roedd yn bosibl, asesiadau technegol a gynhaliwyd i gefnogi'r cyflwyniad cynllunio. Mae Pennod 2 yn nodi'r wybodaeth a roddwyd i ymgynghoreion penodol a phryd.

At hynny, gwnaethom ymgysylltu'n anffurfiol ag ymgynghoreion wrth baratoi'r cyflwyniad cynllunio. Roedd y gweithgarwch ymgysylltu hwn ar ffurf gohebiaeth drwy e-bost, sgysiau dros y ffôn a chyfarfodydd.

Ceir enghreifftiau o ddeunyddiau ymgysylltu a ddefnyddiwyd i roi gwybodaeth i ymgynghoreion yn **Atodiadau E ac F**. Mae hyn yn cynnwys enghreifftiau o'r deunyddiau a ddarparwyd yn y Pecyn Gwybodaeth a sgrinluniau o'r wefan ar gyfer y Safle Rheoli Ffiniau arfaethedig.

1.3 Dulliau o Ymgysylltu ag Ymgynghoreion

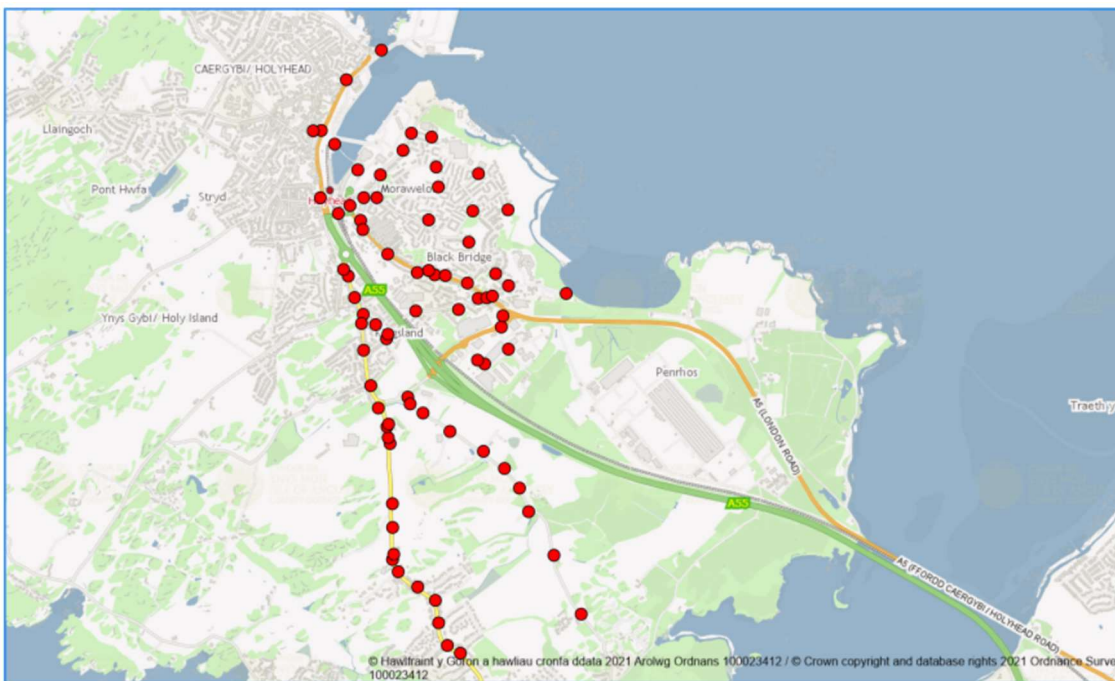
Defnyddiwyd amrywiaeth o sianeli cyfathrebu i roi cyhoeddusrwydd i'r cynigion, codi ymwybyddiaeth ac ymgysylltu ag ymgynghoreion, fel y'u rhestrir Tabl 1.1: Dulliau Ymgysylltu isod.

Tabl 1.1: Dulliau Ymgysylltu

| Sianel gyfathrebu | Nod | Manylion |
|---------------------------------|---|---|
| Pecynnau Gwybodaeth drwy'r Post | Codi ymwybyddiaeth o'r cynigion, y cyfnod ymgynghori, sut i gael rhagor o wybodaeth ac ymateb i'r ymgynghoriad. | Pecynnau Gwybodaeth a bostiwyd at berchenogion a meddianwyr perthnasol yn y parth ymgysylltu, gan gynnwys: <ul style="list-style-type: none">Llythyr hysbysu am ymgysylltu (Cymraeg a Saesneg)Taflen wybodaeth 8 tudalen (Cymraeg a Saesneg)Ffurflen adborth (Cymraeg a Saesneg)Ffurflen ymateb radbostDatganiad preifatrwydd o dan y Rheoliad Cyffredinol ar Ddiogelu Data (GDPR) (Cymraeg a Saesneg)Cyfarwyddiadau i weld gwefan yr ymgynghoriad https://inlandborderfacilities.uk/ |
| Hysbysiadau safle | Codi ymwybyddiaeth o'r cynigion, y cyfnod ymgynghori, sut i gael rhagor o wybodaeth ac ymateb i'r ymgynghoriad. | Cafodd 78 o hysbysiadau safle yn rhoi cyhoeddusrwydd i'r ymgynghoriad eu harddangos o amgylch Caergybi, gan roi cyfarwyddiadau i weld gwefan yr ymgynghoriad https://inlandborderfacilities.uk/ Dengys Ffigur 1.2 isod leoliadau'r holl hysbysiadau safle. |
| Pecynnau Gwybodaeth Electronig | Codi ymwybyddiaeth o'r cynigion, y cyfnod ymgynghori, sut i gael rhagor o wybodaeth ac ymateb i'r ymgynghoriad. Darparu gwybodaeth fanylach am y Safle Rheoli Ffiniau sy'n berthnasol i rôl a chylch gwaith yr ymgynghorai. | Roedd y Pecynnau Gwybodaeth Electronig a e-bostiwyd at ymgynghoreion yn cynnwys: <ul style="list-style-type: none">Hysbysiad o'r cyfnod ymgynghori ffurfiolCynllun arfaethedig y safleAdroddiad ar yr Amlen Gydsynio |
| Gwefan | Darparu hyb i wybodaeth fanwl gywir am y cynigion ar gyfer y safle a chyfleuster i bartion â diddordeb gyflwyno sylwadau. | Llwyfan y wefan â manylion cryno am y cynigion ar gyfer y safle, dogfennaeth berthnasol a chyfleuster ar-lein ar gyfer rhoi adborth a gynhelir yn https://inlandborderfacilities.uk/ Roedd y dudalen we ar gael yn Gymraeg a Saesneg. |
| Gohebiaeth Llywodraeth Cymru | Er mwyn cysylltu gwefan y Cyfleuster Ffiniau Mewndirol a'r ymgynghoriad ar y Gorchymyn Datblygu Arbennig â chyfryngau swyddogol Llywodraeth Cymru. | Datganiad Ysgrifenedig y Cabinet Cyfrif Twitter Llywodraeth Cymru (24 Ebrill 2021) (Gweler Ffigur 1.4 isod) Dolen i dudalen Ymgynghoriad Llywodraeth Cymru Datganiad i'r Wasg gan Lywodraeth Cymru |

| Sianel gyfathrebu | Nod | Manylion |
|---|---|--|
| Cyfarfodydd ag unigolion neu nifer o bobl | Codi ymwybyddiaeth o'r cynigion, trafod problemau neu bryderon a rhannu gwybodaeth dechnegol ag ymgynghoreion perthnasol er mwyn llywio'r cyflwyniad. | Cynhaliwyd cyfarfodydd ag ymgynghoreion yn ystod y cyfnod ymgynghori ffurfiol a'r cyfnod ymgysylltu anffurfiol yn ôl yr angen. |
| Negeseuon e-bost a galwadau ffôn | Dwysáu gweithgarwch ymgysylltu ag ymgynghoreion perthnasol, yn enwedig ymgynghoreion technegol a statudol. | Defnyddiwyd negeseuon e-bost a galwadau ffôn yn ôl yr angen i ddwysáu gweithgarwch ymgysylltu a gwella dealltwriaeth o'r cynigion, yr effeithiau posibl a mesurau lliniaru. Cofnodwyd yr holl ohebiaeth ac ymatebwyd iddi yn brydlon. |

Ffigur 1.2: Map o Leoliadau Hysbysiadau Safle



Ffigur 1.3: Trydariad o Gyfrif Llywodraeth Cymru



2 Cofnod o Ymgysylltu ac Ymgynghori

Er mwyn helpu i ddrafftio Gorchymyn Datblygu Arbennig o dan adran 59 o Ddeddf Cynllunio Gwlad a Thref 1990, mae'r bennod hon yn crynhoi'r cyfnod o amser a roddwyd i ymgynghoreion gyflwyno sylwadau (gan gynnwys y dyddiad y dechreuodd y cyfnod ymgynghori) a'r wybodaeth a roddwyd i'r ymgynghoreion.

2.1 Ymgynghoreion

Rhoddir crynodeb o'r gweithgarwch ymgysylltu a gynhaliwyd ag Ymgynghoreion fel Tabl 2.1 isod.

Tabl 2.1: Ymgynghoreion

| Sefydliad | Dechrau a Diwedd y Cyfnod Ymgysylltu / Ymgynghori | Cyfanswm y Cyfnod Ymgysylltu / Ymgynghori | Gwybodaeth a Roddwyd / Nodiadau | Y Dyddiad y Rhoddwyd y Wybodaeth |
|---------------------------------------|---|--|--|----------------------------------|
| Gwasanaeth Tân ac Achub Gogledd Cymru | Yr Ymgysylltiad Cychwynnol: 3 Mawrth 2021 | Cyfanswm y cyfnod ymgysylltu: 112 diwrnod Y cyfnod ymgynghori ffurfiol: 91 diwrnod | Neges e-bost yn cyflwyno'r cynigion a chrynodeb o'r safle | 3 Mawrth 2021 |
| | Dechrau'r Ymgynghoriad Ffurfiol 24 Mawrth 2021 | | Y cyfarfod cyntaf â'r gwasanaethau brys. Ymhlith y pynciau a drafodwyd roedd capasiti'r safle, mesurau diogelwch, mynediad brys a phroses y Gorchymyn Datblygu Arbennig | 12 Mawrth 2021 |
| | Diwedd yr Ymgynghoriad Ffurfiol 22 Mehefin 2021 | | Hysbysiad o'r Cyfnod Ymgynghori | 24 Mawrth 2021 |
| | | | Yn ail gyfarfod â'r gwasanaethau brys. Ymhlith y pynciau a drafodwyd roedd mesurau diogelwch, mynediad brys, dyluniadau wedi'u diweddarau ar gyfer y safle, ynghyd â lleoliad ac addasrwydd hydrantau tân. | 6 Mai 2021 |
| | | | Lluniad wedi'i ddiweddarau o Drefniant Cyffredinol y Safle, Adroddiad ar yr Amlen Gydsynio a Hysbysiad o'r Cyfnod Ymgynghori sy'n Weddill | 2 Mehefin 2021 |
| | | Lluniad wedi'i ddiweddarau o Drefniant Cyffredinol y Safle, Adroddiad ar yr Amlen Gydsynio a Nodyn Atgoffa am y Cyfnod Ymgynghori sy'n Weddill | 18 Mehefin 2021 | |
| Cyngor Sir Ynys Môn | Yr Ymgysylltiad Cychwynnol: 2 Mawrth 2021 | Cyfanswm y cyfnod ymgysylltu: 113 diwrnod Y cyfnod ymgynghori ffurfiol: 91 diwrnod | Neges e-bost yn cyflwyno'r cynigion a chrynodeb o'r safle | 2 Mawrth 2021 |
| | Dechrau'r Ymgynghoriad Ffurfiol 24 Mawrth 2021 | | Galwad ffôn ragarweiniol â'r Uwch-Gynghorydd ar Dirweddau (CNC) a'r Uwch-Swyddog Tirweddau a Choed (Cyngor Sir Ynys Môn) i drafod cyfyngiadau allweddol y cynllun ar y dirwedd. | 2 Mawrth 2021 |
| | Diwedd yr Ymgynghoriad Ffurfiol 23 Mehefin 2021 | | Y cyfarfod llawn cyntaf â swyddogion y cyngor. Rhannwyd dyluniadau cysyniadol cychwynnol a chynhaliwyd trafodaethau er mwyn diwallu anghenion rhanddeiliaid. Ymhlith y pynciau a drafodwyd roedd capasiti'r safle, mesurau diogelwch, mynediad brys, proses y Gorchymyn Datblygu Arbennig, ystyriaethau amgylcheddol a swyddi/cyflogaeth | 8 Mawrth 2021 |
| | | | Trosolwg o'r strategaeth priffyrdd a thraffig. Cyfarfod ar y cyd â Chyngor Sir Ynys Môn, Traffig Cymru ac Asiantaeth Cefnffyrdd Gogledd a Chanolbarth Cymru i drafod priffyrdd. | 9 Mawrth 2021 |
| | | | Asesiad Cwmpasu Trafnidiaeth | 11 Mawrth 2021 |
| | | | Cyflwyniad a Sesiwn Holi ac Ateb ynghylch y cynigion i'r holl aelodau etholedig a swyddogion perthnasol | 18 Mawrth 2021 |
| | | | Cyfarfod â Swyddog y Corff Cymeradwyo Systemau Draenio Cynaliadwy i drafod y cynigion cychwynnol ar gyfer systemau draenio dŵr wyneb | 18 Mawrth 2021 |
| | | | Hysbysiad o'r Cyfnod Ymgynghori | 24 Mawrth 2021 |
| | | | Cyflwyniad a Sesiwn Holi ac Ateb ynghylch y cynigion i aelodau Ward etholedig a swyddogion perthnasol | 24 Mawrth 2021 |
| | | | Galwad ffôn ragarweiniol â'r Swyddog Ecoleg i drafod cyfyngiadau allweddol y cynllun ar ecoleg. | 1 Ebrill 2021 |
| | | | Galwad ffôn dechnegol â'r Swyddog Arbenigo mewn Rhywogaethau (CNC) a'r Swyddog Ecoleg (Cyngor Sir Ynys Môn) i gytuno ar y dull o ymdrin ag arolygon ecoleg a gwaith asesu. | 6 Ebrill 2021 |
| | | | Galwad ffôn ragarweiniol â'r Uwch-Gynghorydd ar Dirweddau (CNC) a'r Uwch-Swyddog Tirweddau a Choed (Cyngor Sir Ynys Môn) i drafod golygfannau cyfyngiadau i edrych ar y dirwedd a'r dull o asesu'r dirwedd. | 14 Ebrill 2021 |
| | | | Cynllun Drafft y System Ddraenio | 13 Mai 2021 |
| | | | Lluniad wedi'i ddiweddarau o Drefniant Cyffredinol y Safle, Adroddiad ar yr Amlen Gydsynio a Hysbysiad o'r Cyfnod Ymgynghori sy'n Weddill | 2 Mehefin 2021 |
| | Cynhaliwyd gweithdai gyda Swyddog Ecoleg Cyngor Sir Ynys Môn, Swyddog Arbenigo mewn Rhywogaethau CNC, Land & Lakes a Swyddog Iechyd yr Amgylchedd Cyngor Sir Ynys Môn. Ymdriniodd y gweithdy â'r asesiadau a'r mesurau dylunio a lliniaru sydd wedi'u rhoi ar waith yn y dyluniad er mwyn sicrhau na fydd y cynllun yn cael effeithiau andwyol sylweddol. | 10 Mehefin 2021 | | |
| | Asesiad o Liwiau Amgylcheddol a Thrawsluniau | 11 Mehefin 2021 | | |

| Sefydliad | Dechrau a Diwedd y Cyfnod Ymgysylltu / Ymgynghori | Cyfanswm y Cyfnod Ymgysylltu / Ymgynghori | Gwybodaeth a Roddwyd / Nodiadau | Y Dyddiad y Rhoddwyd y Wybodaeth |
|---|---|---|---|----------------------------------|
| | | | Lluniad wedi'i ddiweddarau o Drefniant Cyffredinol y Safle, Adroddiad ar yr Amlen Gydsynio a Nodyn Atgoffa am y Cyfnod Ymgynghori sy'n Weddill | 18 Mehefin 2021 |
| | | | Asesiad o Liwiau Amgylcheddol wedi'i ddiweddarau a gyhoeddwyd i'w adolygu | 2 Gorffennaf 2021 |
| Heddlu Gogledd Cymru | Yr Ymgysylltiad Cychwynnol: 3 Mawrth 2021 | Cyfanswm y cyfnod ymgysylltu: 112 diwrnod | Neges e-bost yn cyflwyno'r cynigion a chrynodeb o'r safle | 3 Mawrth 2021 |
| | Dechrau'r Ymgynghoriad Ffurfiol 24 Mawrth 2021 | | Y cyfarfod cyntaf â'r gwasanaethau brys. Ymhlith y pynciau a drafodwyd roedd capasiti'r safle, mesurau diogelwch, mynediad brys a phroses y Gorchymyn Datblygu Arbennig | 12 Mawrth 2021 |
| | Diwedd yr Ymgynghoriad Ffurfiol 22 Mehefin 2021 | Y cyfnod ymgynghori ffurfiol: 91 diwrnod | Hysbysiad o'r Cyfnod Ymgynghori | 24 Mawrth 2021 |
| | | | Yn ail gyfarfod â'r gwasanaethau brys. Ymhlith y pynciau a drafodwyd roedd mesurau diogelwch, mynediad brys, cynlluniau wedi'u diweddarau o'r safle, ynghyd â lleoliad ac addasrwydd hydrantau tân. | 6 Mai 2021 |
| | | | Lluniad wedi'i ddiweddarau o Drefniant Cyffredinol y Safle, Adroddiad ar yr Amlen Gydsynio a Hysbysiad o'r Cyfnod Ymgynghori sy'n Weddill | 2 Mehefin 2021 |
| | | | Lluniad wedi'i ddiweddarau o Drefniant Cyffredinol y Safle, Adroddiad ar yr Amlen Gydsynio a Nodyn Atgoffa am y Cyfnod Ymgynghori sy'n Weddill | 18 Mehefin 2021 |
| Ymddiriedolaeth Gwasanaethau Ambiwllans Cymru | Yr Ymgysylltiad Cychwynnol: 3 Mawrth 2021 | Cyfanswm y cyfnod ymgysylltu: 112 diwrnod | Neges e-bost yn cyflwyno'r cynigion a chrynodeb o'r safle | 3 Mawrth 2021 |
| | Dechrau'r Ymgynghoriad Ffurfiol 24 Mawrth 2021 | | Y cyfarfod cyntaf â'r gwasanaethau brys. Ymhlith y pynciau a drafodwyd roedd capasiti'r safle, mesurau diogelwch, mynediad brys a phroses y Gorchymyn Datblygu Arbennig | 12 Mawrth 2021 |
| | Diwedd yr Ymgynghoriad Ffurfiol 22 Mehefin 2021 | Y cyfnod ymgynghori ffurfiol: 91 diwrnod | Hysbysiad o'r Cyfnod Ymgynghori | 24 Mawrth 2021 |
| | | | Yn ail gyfarfod â'r gwasanaethau brys. Ymhlith y pynciau a drafodwyd roedd mesurau diogelwch, mynediad brys, cynlluniau wedi'u diweddarau o'r safle, ynghyd â lleoliad ac addasrwydd hydrantau tân. | 6 Mai 2021 |
| | | | Lluniad wedi'i ddiweddarau o Drefniant Cyffredinol y Safle, Adroddiad ar yr Amlen Gydsynio a Hysbysiad o'r Cyfnod Ymgynghori sy'n Weddill | 2 Mehefin 2021 |
| | | | Lluniad wedi'i ddiweddarau o Drefniant Cyffredinol y Safle, Adroddiad ar yr Amlen Gydsynio a Nodyn Atgoffa am y Cyfnod Ymgynghori sy'n Weddill | 18 Mehefin 2021 |
| Arolygiaeth Diogelwch Tân Safleoedd y Goron | Yr Ymgysylltiad Cychwynnol: 24 Mawrth 2021 | Cyfanswm y cyfnod ymgysylltu: 91 diwrnod | Hysbysiad o'r Cyfnod Ymgynghori | 24 Mawrth 2021 |
| | Dechrau'r Ymgynghoriad Ffurfiol 24 Mawrth 2021 | | Cyfarfod i drafod y cynnig. Nododd Arolygiaeth Diogelwch Tân Safleoedd y Goron na fyddai angen cysylltu â hi eto nes i'r amlen gydsynio gael ei chyhoeddi er mwyn cael sylwadau arni am ei bod yn ymwneud â rheoliadau adeiladu yn unig. Cyfeiriodd pob mater yn ymwneud â diogelwch tân ar y gwasanaeth tân lleol. | 26 Mawrth 2021 |
| | Diwedd yr Ymgynghoriad Ffurfiol 22 Mehefin 2021 | Y cyfnod ymgynghori ffurfiol: 91 diwrnod | Lluniad wedi'i ddiweddarau o Drefniant Cyffredinol y Safle, Adroddiad ar yr Amlen Gydsynio a Hysbysiad o'r Cyfnod Ymgynghori sy'n Weddill | 2 Mehefin 2021 |
| | | | Lluniad wedi'i ddiweddarau o Drefniant Cyffredinol y Safle, Adroddiad ar yr Amlen Gydsynio a Nodyn Atgoffa am y Cyfnod Ymgynghori sy'n Weddill | 18 Mehefin 2021 |
| Cyfoeth Naturiol Cymru (CNC) | Yr Ymgysylltiad Cychwynnol: 3 Mawrth 2021 | Cyfanswm y cyfnod ymgysylltu: 112 diwrnod | Cyfarfod i drafod trosolwg o dirweddau a materion amgylcheddol. | 3 Mawrth 2021 |
| | Dechrau'r Ymgynghoriad Ffurfiol 24 Mawrth 2021 | | Neges e-bost yn rhoi gwybod bod y cyfnod ymgynghori yn dechrau. | 24 Mawrth 2021 |
| | Diwedd yr Ymgynghoriad Ffurfiol 22 Mehefin 2021 | Y cyfnod ymgynghori ffurfiol: 91 diwrnod | Galwad ffôn ragarweiniol â'r Swyddog Arbenigo mewn Rhywogaeth i drafod cyfyngiadau allweddol y cynllun ar ecoleg. | 31 Mawrth 2021 |
| | | | Galwad ffôn dechnegol â'r Swyddog sy'n Arbenigo mewn Rhywogaethau (CNC) a'r Swyddog Ecoleg (Cyngor Sir Ynys Môn) i gytuno ar y dull o ymdrin ag arolygon ecoleg a gwaith asesu. | 6 Ebrill 2021 |

| Sefydliad | Dechrau a Diwedd y Cyfnod Ymgysylltu / Ymgynghori | Cyfanswm y Cyfnod Ymgysylltu / Ymgynghori | Gwybodaeth a Roddwyd / Nodiadau | Y Dyddiad y Rhoddwyd y Wybodaeth |
|--|---|---|---|---|
| | | | Galwad ffôn ragarweiniol â'r Uwch-Gyngorydd ar Dirweddau (CNC) a'r Uwch-Swyddog Tirweddau a Choed (Cyngor Sir Ynys Môn) i drafod golygfannau cyfyngiadau i edrych ar y dirwedd a'r dull o asesu'r dirwedd. | 14 Ebrill 2021 |
| | | | Lluniad wedi'i ddiweddarau o Drefniant Cyffredinol y Safle, Adroddiad ar yr Amlen Gydsynio a Hysbysiad o'r Cyfnod Ymgynghori sy'n Weddill | 2 Mehefin 2021 |
| | | | Cynhaliwyd gweithdai gyda Swyddog Ecoleg Cyngor Sir Ynys Môn, Swyddog Arbenigo mewn Rhywogaethau CNC, Land & Lakes a Swyddog Iechyd yr Amgylchedd Cyngor Sir Ynys Môn. Ymdrinodd y gweithdy â'r asesiadau a'r mesurau dylunio a lliniaru sydd wedi'u rhoi ar waith yn y dyluniad er mwyn sicrhau na fydd y cynllun yn cael effeithiau andwyol sylweddol. | 10 Mehefin 2021 |
| | | | Asesiad o Liwiau Amgylcheddol a Thrawsluniau a Chynllun drafft y System Ddraenio. | 11 Mehefin 2021 |
| | | | Lluniad wedi'i ddiweddarau o Drefniant Cyffredinol y Safle, Adroddiad ar yr Amlen Gydsynio a Nodyn Atgoffa am y Cyfnod Ymgynghori sy'n Weddill | 18 Mehefin 2021 |
| | | | Asesiad o Liwiau Amgylcheddol wedi'i ddiweddarau a gyhoeddwyd i'w adolygu | 2 Gorffennaf 2021 |
| Awdurdod Gweithredol Iechyd a Diogelwch | Yr Ymgysylltiad Cychwynnol: 24 Mawrth 2021 Dechrau'r Ymgynghoriad Ffurfiol 24 Mawrth 2021 Diwedd yr Ymgynghoriad Ffurfiol 22 Mehefin 2021 | Cyfanswm y cyfnod ymgysylltu: 91 diwrnod Y cyfnod ymgynghori ffurfiol: 91 diwrnod | Neges e-bost yn rhoi gwybod bod y cyfnod ymgynghori yn dechrau. Lluniad wedi'i ddiweddarau o Drefniant Cyffredinol y Safle, Adroddiad ar yr Amlen Gydsynio a Hysbysiad o'r Cyfnod Ymgynghori sy'n Weddill Lluniad wedi'i ddiweddarau o Drefniant Cyffredinol y Safle, Adroddiad ar yr Amlen Gydsynio a Nodyn Atgoffa am y Cyfnod Ymgynghori sy'n Weddill | 24 Mawrth 2021 2 Mehefin 2021 18 Mehefin 2021 |
| Traffig Cymru | Yr Ymgysylltiad Cychwynnol: 3 Mawrth 2021 Dechrau'r Ymgynghoriad Ffurfiol 24 Mawrth 2021 Diwedd yr Ymgynghoriad Ffurfiol 22 Mehefin 2021 | Cyfanswm y cyfnod ymgysylltu: 112 diwrnod Y cyfnod ymgynghori ffurfiol: 91 diwrnod | Neges e-bost yn cyflwyno'r cynigion a chrynodeb o'r safle Cyfarfod i drafod trosolwg o'r strategaeth priffyrdd a thraffig â Chyngor Sir Ynys Môn, Traffig Cymru ac Asiantaeth Cefnffyrdd Gogledd a Chanolbarth Cymru. Asesiad Cwmpasu Trafnidiaeth Neges e-bost yn rhoi gwybod bod y cyfnod ymgynghori yn dechrau. Lluniad wedi'i ddiweddarau o Drefniant Cyffredinol y Safle, Adroddiad ar yr Amlen Gydsynio a Hysbysiad o'r Cyfnod Ymgynghori sy'n Weddill Cyfarfod â Traffig Cymru ac Asiantaeth Cefnffyrdd Gogledd a Chanolbarth Cymru i drafod trafndiaeth. Ymhlith y pynciau trafod roedd rhagfynegiadau/effeithiau traffig, ecoleg ac arferion asesu. Dangoswyd a thrafodwyd yr Asesiad presennol o Drafnidiaeth, yn dilyn diweddariadau. Datganiad Drafft am Drafnidiaeth a'r Cynllun Teithio Staff Amlinellol Drafft Lluniad wedi'i ddiweddarau o Drefniant Cyffredinol y Safle, Adroddiad ar yr Amlen Gydsynio a Nodyn Atgoffa am y Cyfnod Ymgynghori sy'n Weddill Cyfarfod â Traffig Cymru ac Asiantaeth Cefnffyrdd Gogledd a Chanolbarth Cymru i drafod trafndiaeth. Ymhlith y pynciau trafod roedd rhagfynegiadau/effeithiau traffig, ecoleg ac arferion asesu. Dangoswyd a thrafodwyd yr Asesiad presennol o Drafnidiaeth, yn dilyn diweddariadau. Nodyn Technegol ar Ecoleg | 3 Mawrth 2021 9 Mawrth 2021 11 Mawrth 2021 24 Mawrth 2021 2 Mehefin 2021 10 Mehefin 2021 11 Mehefin 2021 18 Mehefin 2021 22 Mehefin 2021 22 Mehefin 2021 |
| Asiantaeth Cefnffyrdd Gogledd a Chanolbarth Cymru (NMWTRA) | Yr Ymgysylltiad Cychwynnol: 3 Mawrth 2021 Dechrau'r Ymgynghoriad Ffurfiol 24 Mawrth 2021 | Cyfanswm y cyfnod ymgysylltu: 112 diwrnod | Neges e-bost yn cyflwyno'r cynigion a chrynodeb o'r safle Cyfarfod â Chyngor Sir Ynys Môn, Traffig Cymru ac Asiantaeth Cefnffyrdd Gogledd a Chanolbarth Cymru i drafod trosolwg o'r strategaeth priffyrdd a thraffig. Asesiad Cwmpasu Trafnidiaeth | 3 Mawrth 2021 9 Mawrth 2021 11 Mawrth 2021 |

| Sefydliad | Dechrau a Diwedd y Cyfnod Ymgysylltu / Ymgynghori | Cyfanswm y Cyfnod Ymgysylltu / Ymgynghori | Gwybodaeth a Roddwyd / Nodiadau | Y Dyddiad y Rhoddwyd y Wybodaeth |
|---|---|---|---|----------------------------------|
| | Diwedd yr Ymgynghoriad Ffurfiol 22 Mehefin 2021 | Y cyfnod ymgynghori ffurfiol: 91 diwrnod | Neges e-bost yn rhoi gwybod bod y cyfnod ymgynghori yn dechrau. | 24 Mawrth 2021 |
| | | | Lluniad wedi'i ddiweddarau o Drefniant Cyffredinol y Safle, Adroddiad ar yr Amlen Gydsynio a Hysbysiad o'r Cyfnod Ymgynghori sy'n Weddill | 2 Mehefin 2021 |
| | | | Cyfarfod â Traffig Cymru ac Asiantaeth Cefnffyrdd Gogledd a Chanolbarth Cymru i drafod trafndiaeth. Ymhlith y pynciau trafod roedd rhagfynegiadau/effeithiau traffig, ecoleg ac arferion asesu. Dangoswyd a thrafodwyd yr Asesiad presennol o Drafnidiaeth, yn dilyn diweddariadau. | 10 Mehefin 2021 |
| | | | Datganiad Drafft am Drafnidiaeth a'r Cynllun Teithio Staff Amlinellol Drafft | 11 Mehefin 2021 |
| | | | Lluniad wedi'i ddiweddarau o Drefniant Cyffredinol y Safle, Adroddiad ar yr Amlen Gydsynio a Nodyn Atgoffa am y Cyfnod Ymgynghori sy'n Weddill | 18 Mehefin 2021 |
| | | | Cyfarfod â Traffig Cymru ac Asiantaeth Cefnffyrdd Gogledd a Chanolbarth Cymru i drafod trafndiaeth. Ymhlith y pynciau trafod roedd rhagfynegiadau/effeithiau traffig, ecoleg ac arferion asesu. Dangoswyd a thrafodwyd yr Asesiad presennol o Drafnidiaeth, yn dilyn diweddariadau. | 22 Mehefin 2021 |
| | | | Nodyn Technegol ar Ecoleg | 22 Mehefin 2021 |
| Cadw | Yr Ymgysylltiad Cychwynnol: 3 Mawrth 2021 | Cyfanswm y cyfnod ymgysylltu: 112 diwrnod | Neges e-bost yn cyflwyno'r cynigion a chrynodeb o'r safle | 3 Mawrth 2021 |
| | Dechrau'r Ymgynghoriad Ffurfiol 24 Mawrth 2021 | | Neges e-bost yn rhoi gwybod bod y cyfnod ymgynghori yn dechrau. | 24 Mawrth 2021 |
| | Diwedd yr Ymgynghoriad Ffurfiol 22 Mehefin 2021 | Y cyfnod ymgynghori ffurfiol: 91 diwrnod | Galwad ffôn dechnegol â'r Uwch-Archaeolegydd Cynllunio (Gwasanaeth Cynllunio Archaeolegol Gwynedd) a'r Uwch-Swyddog Cynllunio'r Amgylchedd Hanesyddol (Cadw) i roi'r wybodaeth ddiweddaraf iddynt am ffurf bresennol yr asesiad o dreftadaeth a'r dull o'i gynnal. | 7 Mai 2021 |
| | | | Lluniad wedi'i ddiweddarau o Drefniant Cyffredinol y Safle, Adroddiad ar yr Amlen Gydsynio a Hysbysiad o'r Cyfnod Ymgynghori sy'n Weddill | 2 Mehefin 2021 |
| | | | Asesiad o Liwiau Amgylcheddol a Thrawsluniau | 11 Mehefin 2021 |
| | | | Lluniad wedi'i ddiweddarau o Drefniant Cyffredinol y Safle, Adroddiad ar yr Amlen Gydsynio a Nodyn Atgoffa am y Cyfnod Ymgynghori sy'n Weddill | 18 Mehefin 2021 |
| | | | Asesiad o Liwiau Amgylcheddol wedi'i ddiweddarau a gyhoeddwyd i'w adolygu | 2 Gorffennaf 2021 |
| Gwasanaeth Cynllunio Archaeolegol Gwynedd | Yr Ymgysylltiad Cychwynnol: 5 Mawrth 2021 | Cyfanswm y cyfnod ymgysylltu: 110 diwrnod | Galwad ffôn i drafod y cynigion a phroses y Gorchymyn Datblygu Arbennig | 5 Mawrth 2021 |
| | Dechrau'r Ymgynghoriad Ffurfiol 24 Mawrth 2021 | | Galwad ffôn i drafod trosolwg o effeithiau'r cynllun ar dreftadaeth leol ac asedau archaeolegol. | 10 Mawrth 2021 |
| | Diwedd yr Ymgynghoriad Ffurfiol 22 Mehefin 2021 | Y cyfnod ymgynghori ffurfiol: 91 diwrnod | Neges e-bost yn rhoi gwybod bod y cyfnod ymgynghori yn dechrau. | 24 Mawrth 2021 |
| | | | Galwad ffôn dechnegol â'r Uwch-Archaeolegydd Cynllunio (Gwasanaeth Cynllunio Archaeolegol Gwynedd) a'r Uwch-Swyddog Cynllunio'r Amgylchedd Hanesyddol (Cadw) i roi'r wybodaeth ddiweddaraf iddynt am ffurf bresennol yr asesiad o dreftadaeth a'r dull o'i gynnal. | 7 Mai 2021 |
| | | | Lluniad wedi'i ddiweddarau o Drefniant Cyffredinol y Safle | 2 Mehefin 2021 |
| | | | Adroddiad ar yr Amlen Gydsynio a Hysbysiad o'r Cyfnod Ymgynghori sy'n Weddill | 2 Mehefin 2021 |
| | | | Gweithdy gyda CNC a Gwasanaeth Cynllunio Archaeolegol Gwynedd a gynhaliwyd i drafod yr asesiad a gynhaliwyd a'r gwaith dylunio a wnaed ar gyfer treftadaeth a'r dirwedd er mwyn sicrhau na fydd y cynllun yn cael unrhyw effeithiau andwyol sylweddol. | 10 Mehefin 2021 |
| | | | Asesiad o Liwiau Amgylcheddol a Thrawsluniau | 11 Mehefin 2021 |

| Sefydliad | Dechrau a Diwedd y Cyfnod Ymgysylltu / Ymgynghori | Cyfanswm y Cyfnod Ymgysylltu / Ymgynghori | Gwybodaeth a Roddwyd / Nodiadau | Y Dyddiad y Rhoddwyd y Wybodaeth |
|---------------|---|---|---|----------------------------------|
| | | | Lluniad wedi'i ddiweddarau o Drefniant Cyffredinol y Safle, Adroddiad ar yr Amlen Gydsynio a Nodyn Atgoffa am y Cyfnod Ymgynghori sy'n Weddill | 18 Mehefin 2021 |
| | | | Asesiad o Liwiau Amgylcheddol wedi'i ddiweddarau a gyhoeddwyd i'w adolygu | 2 Gorffennaf 2021 |
| | | | Asesiad o Liwiau Amgylcheddol wedi'i ddiweddarau a gyhoeddwyd i'w adolygu | 2 Gorffennaf 2021 |
| Dŵr Cymru | Yr Ymgysylltiad Cychwynnol: 25 Mawrth 2021 | Cyfanswm y cyfnod ymgysylltu: 90 diwrnod | Galwad ffôn i drafod y cynigion a phroses y Gorchymyn Datblygu Arbennig | 25 Mawrth 2021 |
| | Dechrau'r Ymgynghoriad Ffurfiol 25 Mawrth 2021 | | Neges e-bost yn rhoi gwybod bod y cyfnod ymgynghori yn dechrau. | 25 Mawrth 2021 |
| | Diwedd yr Ymgynghoriad Ffurfiol 22 Mehefin 2021 | Y cyfnod ymgynghori ffurfiol: 90 diwrnod | Cyfarfod i drafod y systemau draenio a chynnig y Corff Cymeradwyo Systemau Draenio Cynaliadwy | 22 Ebrill 2021 |
| | | | Lluniad wedi'i ddiweddarau o Drefniant Cyffredinol y Safle, Adroddiad ar yr Amlen Gydsynio a Hysbysiad o'r Cyfnod Ymgynghori sy'n Weddill | 2 Mehefin 2021 |
| | | | Lluniad wedi'i ddiweddarau o Drefniant Cyffredinol y Safle, Adroddiad ar yr Amlen Gydsynio a Nodyn Atgoffa am y Cyfnod Ymgynghori sy'n Weddill | 18 Mehefin 2021 |
| Land & Lakes | Yr Ymgysylltiad Cychwynnol: 29 Ebrill 2021 | Cyfanswm y cyfnod ymgysylltu: 56 diwrnod | Galwad ffôn i drafod y cynigion, proses y Gorchymyn Datblygu Arbennig a dechrau'r broses ymgynghori | 29 Ebrill 2021 |
| | Dechrau'r Ymgynghoriad Ffurfiol 02 Mehefin 2021 | | Lluniad wedi'i ddiweddarau o Drefniant Cyffredinol y Safle, Adroddiad ar yr Amlen Gydsynio a Hysbysiad o'r Cyfnod Ymgynghori sy'n Weddill | 2 Mehefin 2021 |
| | Diwedd yr Ymgynghoriad Ffurfiol 22 Mehefin 2021 | Y cyfnod ymgynghori ffurfiol: 21 diwrnod | Cynhaliwyd gweithdai gyda Swyddog Ecoleg Cyngor Sir Ynys Môn, Swyddog Arbenigo mewn Rhywogaethau CNC, Land & Lakes a Swyddog Iechyd yr Amgylchedd Cyngor Sir Ynys Môn. Ymdriniodd y gweithdy â'r asesiadau a'r mesurau dylunio a lliniaru sydd wedi'u rhoi ar waith yn y dyluniad er mwyn sicrhau na fydd y cynllun yn cael effeithiau andwyol sylweddol. | 10 Mehefin 2021 |
| | | | Asesiad o Liwiau Amgylcheddol, Trawsluniau a Chynllun drafft y System Ddraenio. | 11 Mehefin 2021 |
| | | | Lluniad wedi'i ddiweddarau o Drefniant Cyffredinol y Safle, Adroddiad ar yr Amlen Gydsynio a Nodyn Atgoffa am y Cyfnod Ymgynghori sy'n Weddill | 18 Mehefin 2021 |
| | | Asesiad o Liwiau Amgylcheddol wedi'i ddiweddarau a gyhoeddwyd i'w adolygu | 2 Gorffennaf 2021 | |
| Stena Line | Yr Ymgysylltiad Cychwynnol: 29 Ebrill 2021 | Cyfanswm y cyfnod ymgysylltu: 56 diwrnod | Galwad ffôn i drafod y cynigion, proses y Gorchymyn Datblygu Arbennig a dechrau'r broses ymgynghori | 29 Ebrill 2021 |
| | Dechrau'r Ymgynghoriad Ffurfiol 02 Mehefin 2021 | | Lluniad wedi'i ddiweddarau o Drefniant Cyffredinol y Safle, Adroddiad ar yr Amlen Gydsynio a Hysbysiad o'r Cyfnod Ymgynghori sy'n Weddill | 2 Mehefin 2021 |
| | Diwedd yr Ymgynghoriad Ffurfiol 22 Mehefin 2021 | Y cyfnod ymgynghori ffurfiol: 21 diwrnod | Lluniad wedi'i ddiweddarau o Drefniant Cyffredinol y Safle, Adroddiad ar yr Amlen Gydsynio a Nodyn Atgoffa am y Cyfnod Ymgynghori sy'n Weddill | 18 Mehefin 2021 |
| Irish Ferries | Yr Ymgysylltiad Cychwynnol: 29 Ebrill 2021 | Cyfanswm y cyfnod ymgysylltu: 56 diwrnod | Galwad ffôn i drafod y cynigion, proses y Gorchymyn Datblygu Arbennig a dechrau'r broses ymgynghori | 29 Ebrill 2021 |
| | Dechrau'r Ymgynghoriad Ffurfiol 02 Mehefin 2021 | | Lluniad wedi'i ddiweddarau o Drefniant Cyffredinol y Safle, Adroddiad ar yr Amlen Gydsynio a Hysbysiad o'r Cyfnod Ymgynghori sy'n Weddill | 2 Mehefin 2021 |
| | Diwedd yr Ymgynghoriad Ffurfiol 22 Mehefin 2021 | Y cyfnod ymgynghori ffurfiol: 21 diwrnod | Lluniad wedi'i ddiweddarau o Drefniant Cyffredinol y Safle, Adroddiad ar yr Amlen Gydsynio a Nodyn Atgoffa am y Cyfnod Ymgynghori sy'n Weddill | 18 Mehefin 2021 |

3 Crynodeb o Ganlyniad y Gweithgarwch Ymgysylltu

Mae'r bennod hon yn crynhoi canlyniad yr ymgynghoriad â phob rhanddeiliad technegol a gymerodd ran yn y broses ymgynghori.

Ceir copiâu o'r sylwadau a gafwyd gan Ymgynghoreion yn **Atodiad B**.

3.1 Ymatebion i'r ymgynghoriad gan ymgynghoreion a nodwyd

Mae canlyniad y gweithgarwch ymgysylltu a gynhaliwyd ag Ymgynghoreion wedi'i ddarparu fel yn Nhabl 3.1 isod

Tabl 3.1: Ymgynghoreion a nodwyd – Adborth ac Ymateb

Ymgynghorai Crynodeb o'r Adborth a Gafwyd

Ymateb i'r Adborth a Gafwyd

| | | |
|----------------------------|---|--|
| <p>Cyngor Sir Ynys Môn</p> | <p>Mae Cyngor Sir Ynys Môn yn croesawu ac yn gwerthfawrogi'r cyfle a gynigir gan y broses ymgysylltu hon ac yn annog Llywodraeth Cymru i sicrhau bod materion sy'n destun pryder yn lleol ac effeithiau negyddol ar dderbynyddion yn cael eu dileu drwy waith dylunio neu'n cael eu lleihau i lefelau derbyniol o leiaf.</p> | <p>Ystyried Pryderon, Derbynyddion a Mesurau Lliniaru</p> <p>Mae dyluniad y cynllun wedi'i ddatblygu drwy broses iteraidd, gan ystyried yr effeithiau posibl ar y trigolion lleol, seilwaith lleol a'r amgylchedd. O ganlyniad, mae mesurau lliniaru wedi'u hymgorffori yn nyluniad y cynllun, sydd wedi llywio'r cynigion ar gyfer Cyfyngiadau'r Gorchymyn Datblygu Arbennig ac Amlen Gydsynio'r Gorchymyn Datblygu Arbennig. Mae Taenlen Cyfyngiadau'r Gorchymyn Datblygu Arbennig (BCP21-006-04-00) yn nodi terfynau arfaethedig mewn perthynas â'r datblygiad adeiledig a ganiateir ar y safle. Mae hefyd yn nodi terfynau arfaethedig i reoli'r gwaith datblygu yn ystod y camau adeiladu a gweithredu. Mae'r Amlen Gydsynio a'r Cyfyngiadau wedi bod yn sail i'r Asesiad Amgylcheddol er mwyn sicrhau na fydd adeiladu a gweithredu'r Safle Rheoli Ffiniau yn cael unrhyw effeithiau amgylcheddol sylweddol. Ni chaniateir defnyddio Gorchymyn Datblygu Arbennig o dan Ddeddf Cynllunio Gwlad a Thref 1990 os bydd y datblygiad yn cael effeithiau amgylcheddol sylweddol, fel y'u pennir yn unol â Rheoliadau Asesu'r Effaith Amgylcheddol.</p> |
| | <p>Defnydd Parhaol a Chyflogaeth</p> <p>Mae yr un mor hanfodol sicrhau cynifer o fanteision a chyflleoedd lleol â phosibl drwy greu swyddi, hyfforddiant a phrosesau caffael drwy roi blaenoriaeth i gyflleoedd i ddefnyddio cadwyni cyflenwi lleol lle y bo'n bosibl, wrth adeiladu a gweithredu'r cyfleuster. Dylai'r datblygiad geisio cyflogi pobl o Ynys Môn ac anogir trafod hyn â'r Ganolfan Gwaith leol / asiantaethau cymorth cyflogaeth lleol megis Môn CF.</p> | <p>Defnydd Parhaol a Chyflogaeth</p> <p>Bwriedir i'r cynllun fod yn ddatblygiad parhaol ac, felly, byddai'n creu cyflleoedd cyflogaeth hirdymor sylweddol, gan gynnwys swyddi sgil uchel megis personél Llywodraeth Cymru a phersonél diogelwch, rheoli traffig ac arolygu a rheoli safle, gan gael effaith fuddiol ar y gymuned leol. Disgwylir tua 60 o gyflogeion fesul sifft gyda thair sifft dros bob cyfnod o 24 awr, gan gynnwys tua 10 marsial sydd eu hangen i reoli cerbydau a cherddwyr yn ddiogel o fewn y cyfleuster.</p> <p>Cwblheir strategaeth cyflogaeth, ar gyfer pob agwedd ar gyflogaeth ar y safle, a bydd yn rhoi ystyriaeth lawn naill ai i Themâu, Canlyniadau a Mesurau Cenedlaethol Cymru neu'r Pecyn Mesur Buddion Cymunedol fel rhan o Ddatganiad Polisi Caffael Cymru 2021, gan sicrhau y defnyddir cyflogaeth leol cymaint â phosibl i sicrhau budd i'r gymuned leol. At hynny, bydd Llywodraeth Cymru yn cynnal y prosiect drwy Fframwaith Partneriaeth Adeiladu Gogledd Cymru ac, felly, bydd y prosiect yn cydymffurfio â gofynion y fframwaith. Bydd y strategaeth hon yn rhan o Gynllun Rheoli Gweithredol y safle a chaiff ei datblygu ar ôl i Lywodraeth Cymru benodi gweithredwr safle. Bydd Llywodraeth Cymru yn hysbysu Cyngor Sir Ynys Môn wrth i'r trefniadau hyn ddatblygu.</p> |
| | <p>Gwaith Ymgysylltu Parhaus</p> <p>Deëllir bod caniatâd yn cael ei roi ar gyfer defnydd arfaethedig Llywodraeth Cymru o'r safle drwy Orchymyn Datblygu Arbennig o dan adran 59(3) o Ddeddf Cynllunio Gwlad a Thref 1990 er mwyn rhoi caniatâd parhaol ar gyfer Safle Rheoli Ffiniau. Mae a wnelo'r gwaith ymgysylltu presennol ag 'Amlen gydsynio' a fydd yn darparu'r fframwaith ar gyfer datblygu cais am Orchymyn Datblygu Arbennig ac sy'n nodi terfyn uchaf y paramedrau a'r cyfyngiadau lle y gall datblygiad ddigwydd.</p> <p>Mae lluniad o'r 'Trefniant Cyffredinol', sy'n dangos y bwriadau presennol ar gyfer dyluniad y safle, wedi'i ddarparu, ynghyd ag 'amlen gydsynio' sy'n dangos y paramedrau y mae'n rhaid i unrhyw ddyluniad a newidiwyd weithio oddi mewn iddynt. Nodir, er bod dyluniad y safle wedi datblygu dros y misoedd, y gallai newid o hyd yn dilyn adborth pellach gan randdeiliaid technegol a mewnbwn gan adeiladwyr a gweithredwyr y safle yn y dyfodol. Yn hyn o beth, hoffai Cyngor Sir Ynys Môn weld y dull cydweithredol a fabwysiadwyd hyd yma yn parhau.</p> | <p>Gwaith Ymgysylltu Parhaus</p> <p>Bydd Llywodraeth Cymru yn parhau i roi'r wybodaeth ddiweddaraf i ymgynghoreion am ddiweddiadau i'r dyluniad a bydd yn rhoi gwybodaeth i randdeiliaid pan fydd yn berthnasol. Rhoddir gwybodaeth i drigolion lleol hefyd yn ystod cerrig milltir pwysig y prosiect megis pan roddir penderfyniad cynllunio ac ar ddechrau'r cam adeiladu.</p> |
| | <p>Ecoleg/ Bioamrywiaeth</p> <p>Er nad yw gwaith arolygu ar y safle neu'n agos ato wedi canfod unrhyw dystiolaeth o fadfallod dŵr cribog, dylid cynnwys rhai nodweddion gwella cynefin ar gyfer y rhywogaeth hon yn y gwaith tirlunio. Er enghraifft, rhai pyllau bach na fyddant yn rhan o systemau Draenio Cynaliadwy.</p> <p>Yn yr un modd, dylid cynnwys rhai manteision mewn gwaith tirlunio ar gyfer ymlusgiaid, er enghraifft gwella cynefin er mwyn cysylltu dwy ardal neu fwy sydd â photensial ar gyfer ymlusgiaid ar hyn o bryd neu weithredu fel 'cerrig sam' rhyngddynt. Mae'n bwysig bod yr holl nodweddion tirwedd sy'n berthnasol i fioamrywiaeth yn destun rhaglen rheoli cadwraeth yn ystod oes y cynnig, ac nid am y 15 mlynedd a gynigir ar hyn o bryd. Nid yw gofynion Deddf yr Amgylchedd Cymru ar gyfer cadw a gwella bioamrywiaeth yn nodi terfynau amser ac mae angen ymrwymiad hirdymor.</p> | <p>Ecoleg / Bioamrywiaeth</p> <p>Ar ôl ymgysylltu'n anffurfiol ac yn ffurfiol â Swyddog Ecoleg Cyngor Sir Ynys Môn, mabwysiadwyd y dull cydweithredol canlynol:</p> <p>Mabwysiadwyd dull gweithredu yn seiliedig ar arolygon DNA amgylcheddol a phresenoldeb/absenoldeb ar gyfer madfallod dŵr cribog ac addaswyd yr arolygon i'r dull gweithredu mwyaf cymesur. Roedd hyn yn cynnwys cynnal arolygon DNA amgylcheddol ar gyfer pob pwll a ffos o fewn 300m a dulliau arolygu llawn ar gyfer y rhai o fewn 250m. Ni chanfuwyd unrhyw fadfallod dŵr cribog.</p> <p>Arweiniodd trafodaethau at y dybiaeth y dylid tybio pob ymlusgiaid i'w cael mewn rhannau o'r safle. Cytunwyd y dylid ei gwneud yn ofynnol i ddatganiad dull ar gyfer ymlusgiaid gael ei lunio.</p> <p>Awgrymodd y Swyddog Ecoleg y dylid dynodi ardal wlyptir y system ddraenio gynaliadwy er mwyn diogelu bywyd gwylt. Mae'r syniadaeth hon wedi'i chymhwyso at arweinydd y gwaith dylunio, a bydd yn ymgorffori o leiaf ddau bwl a fydd yn denu amffibiaid ac, yn y pen draw, fadfallod dŵr cribog, gobeithio.</p> <p>Ar ôl ymgysylltu â'r Swyddog Ecoleg yng Nghyngor Sir Ynys Môn, diwygiwyd terfyn arfaethedig y Gorchymyn Datblygu Arbennig i gynnal y llain glustogi dirlunio am 15 mlynedd er mwyn sicrhau, petai'n cael ei roi ar waith, y byddai terfyn y Gorchymyn Datblygu Arbennig yn ei gwneud yn ofynnol i'r gwaith plannu tirlunio gael ei gynnal yn ystod oes y Safle Rheoli Ffiniau. Mae hwn yn derfyn arfaethedig y bydd Gweinidogion Cymru yn penderfynu arno yn y pen draw, yn rhinwedd eu swyddogaeth fel awdurdod penderfynu.</p> <p>Yn dilyn trafodaethau â'r Swyddog Ecoleg, mireiniwyd cyfyngiad y Gorchymyn Datblygu Arbennig ar gyfer goleuadau ymhellach, er mwyn sicrhau na fydd y cynllun yn 'colli golau' ar gynefinoedd a gadwyd na'r ardal ehangach (gan gynnwys yr AHNE). Ers hynny, mae'r cyfyngiad wedi'i fireinio er mwyn sicrhau y cyfyngir 'colli golau' i'r Ardal Ddatblygadwy + 1m yn unig.</p> |

Ymgynghorai Crynodeb o'r Adborth a Gafwyd

Ymateb i'r Adborth a Gafwyd

| | |
|---|--|
| | |
| <p>Tirwedd</p> <p>Er nad yw Cyngor Sir Ynys Môn wedi gweld yr Asesiad o'r Effaith ar y Dirwedd a'r Effaith Weledol a baratowyd, gwneir y sylwadau canlynol:</p> <p>Mewn perthynas â dulliau o drin ffensys terfyn: mae'n cytuno y dylid defnyddio Asesiad o Liwiau Amgylcheddol er mwyn helpu i bennu'r lliw/gorffeniad: mae'n bosibl y bydd pren wedi'i hindreulio'n naturiol yn dderbyniol hefyd. Awgrymwyd uchder o 4 metr ar gyfer y ffens acwstig a ddangosir ar y trawsluniau (nis dangosir ar 100100493-MMD-XX-DR-AR-0001 DRAFT P01.8) ac, ar yr uchder hwn, gallai gwaith tirlunio ddarparu mesur sgrinio effeithiol ar gyfer y ffens o fewn cyfnod byrrach o amser. Gorffeniadau ffurfiau adeiledig: cynhaliwyd Asesiad o Liwiau Amgylcheddol a nododd amrywiaeth o orffeniadau lliw addas. Mae Cyngor Sir Ynys Môn yn ffafrio lliwiau mwy tywyll, o fewn yr ystod y nodwyd ei bod yn ddangosol/addas ar gyfer yr ardal, yn enwedig ar gyfer y to. Dylid defnyddio gorffeniadau mat ar gyfer y to er mwyn osgoi llacharedd. Gellid defnyddio amrywiaeth o liwiau er mwyn lleihau effaith mäs adeilad mewn golygfeydd lleol.</p> <p>Goleuadau: mae angen osgoi llygredd golau a fyddai, ar y cyd â'r llinell sylfaen, yn golygu bod effeithiau andwyol ar gymeriad yr ardal yn yr AHNE yn annerbyniol neu fod golwg y safle yn annerbyniol o amrywiaeth o dderbynyddion gan gynnwys rhai preswyl.</p> <p>Tirlunio: bydd angen rheoli gwaith tirlunio yn yr hirdymor er mwyn iddo fod yn effeithiol o ran lleihau effeithiau. Bydd gwneud y llain glustogi yn lletach fel y cynigir yn cynyddu'r potensial iddi leihau effeithiau gweledol. Fodd bynnag, ni fydd hyn yn digwydd o fewn cyfnod rhesymol o amser i'r graddau y bydd effeithiau andwyol sylweddol, os cânt eu nodi yn yr Arfarniad Tirwedd a Gweledol, yn cael eu lleihau i lefel ganolig.</p> <p>Mae adran 1.2 yn nodi y bydd yr asesiad amgylcheddol ar gyfer y Gorchymyn Datblygu Arbennig yn dangos na fydd y cynnig yn cael unrhyw effeithiau andwyol sylweddol. Mae'r atodiad yn nodi ei bod yn hanfodol cadw'r bwnd presennol o lystyfiant ac ychwanegu ato er mwyn lleihau effeithiau andwyol sylweddol ar dderbynyddion gweledol. Heb weld yr Arfarniad Tirwedd a Gweledol, nid yw'n glir a yw effeithiau sylweddol ar olygfannau ger derbynyddion preswyl wedi'u nodi a yw'r pwys priodol yn cael ei roi ar fesurau tirlunio lliniarol er mwyn lleihau effeithiau.</p> | <p>Tirwedd</p> <p>Diweddarwyd yr Asesiad o Liwiau Amgylcheddol yn dilyn sylwadau gan Uwch-Swyddog Tirwedd a Choed Cyngor Sir Ynys Môn a nododd fod lliw arfaethedig y to yn rhy olau. Ers hynny mae'r Asesiad o Liwiau Amgylcheddol wedi cael ei ddiweddarau i balet mwy tywyll a'i ail-anfon i Gyngor Sir Ynys Môn er mwyn iddo wneud sylwadau arno, a nodwyd ei fod yn briodol ar gyfer ardal y cynllun.</p> <p>Goleuadau: Mae'r cynllun mewn rhan rannol ddatblygedig o Barc Cybi ac mae'r ffordd feingefn eisoes wedi'i goleuo'n rhannol. Serch hynny, mae mesurau goleuo wedi'u hymgorffori yn nyluniad y cynllun ac wedi'u nodi fel cyfyngiad arfaethedig yn y Gorchymyn Datblygu Arbennig er mwyn sicrhau bod goleuadau yn gyfeiriol ac o dan gwcwl a'u bod mor isel ag y bo'n ymarferol. Byddai lwcs goleuadau a cholli golau yn cael eu dylunio yn unol â gofynion parth E2 - (Nodyn Cyfarwyddyd ar Olau Ymwthiol GN01/20 - Y Comisiwn Rhyngwladol ar Oleuo, 2020), a fyddai'n sicrhau bod coridor tywyll yn cael ei gynnal o amgylch terfyn allanol y safle. Byddai hyn yn lleihau'r effeithiau ar yr AHNE a derbynyddion preswyl cyfagos er mwyn sicrhau na fydd cyflwyno goleuadau newydd yn cael effaith sylweddol ar y derbynyddion hyn. Felly, ni ragwelir y bydd goleuadau yn cael unrhyw effeithiau sylweddol.</p> <p>Tirwedd: Dylid plannu llain glustogi dirluniol 10m o led yn cynnwys cymysgedd o rywogaethau coed brodorol rhwng y bwnd presennol o goed a'r ardal ddatblygadwy er mwyn cuddio'r datblygiad mewn golygfeydd o'r safle o'r Gorllewin-Dde-Orllewin o dderbynyddion gweledol sensitif sy'n byw mewn eiddo preswyl cyfagos. Tua rhan ddwyreiniol y safle, bydd y llain glustogi dirluniol yn cynnwys dwy elfen linellol, un i'r de o'r brif ffordd fynediad a rhan arall yn gyfocrog â'r bwnd presennol â choed. Mewn unrhyw fan unigol, bydd y ddwy elfen, gyda'i gilydd, yn darparu llain glustogi dirluniol sydd o leiaf 10m o led. Caiff y bwnd tirluniol presennol ei gadw ac ychwanegir ato, a fydd yn cuddio'r datblygiad rywfaint yn ystod y cyfnod adeiladu ac ar ddechrau'r cyfnod gweithredu a nes i'r llain glustogi dirluniol ymsefydlu fel y nodir ar y lluniad o'r Amlen Gydsynio 100100943-MMD-PC-XX-DR-AR-0012.</p> <p>Ar ôl ymgynghori â CNC a Chyngor Sir Ynys Môn, mae'r geiriad ar gyfer cynnal a chadw'r Safle Rheoli Ffiniau a'i reoli wedi'i addasu er mwyn sicrhau bod rhaglen cadw a chynnal a rheoli briodol ar waith dros oes y Safle Rheoli Ffiniau. Mae hyn wedi'i gynnwys yn Nhaenlen Cyfyngiadau'r Gorchymyn Datblygu Arbennig er mwyn sicrhau bod y gwaith plannu newydd yn cael ei sefydlu'n llwyddiannus.</p> <p>Er na rannwyd yr Arfarniad Tirwedd a Gweledol llawn â'r rhanddeiliaid, rhannwyd y golygfannau a nodwyd ac a aseswyd drwy sawl galwad fideo-gynadledda ac roedd pob rhanddeiliaid yn gallu cyfrannu at y broses o ddewis y golygfannau. Rhannwyd canlyniadau'r Arfarniad Tirwedd a Gweledol, gan gynnwys yr olygfa o'r safle o'r golygfannau hyn, ar y sgrin ac fe'u trafodwyd yn helaeth. Trafodwyd dull gweithredu a methodoleg yr Arfarniad Tirwedd a Gweledol â rhanddeiliaid yn ystod y broses hon. Trafodwyd casgliadau'r Arfarniad Tirwedd a Gweledol, sef gyda chyfyngiadau arfaethedig y Gorchymyn Datblygu Arbennig ar waith (cyfyngu ar uchder adeiladau, gwaith plannu lliniarol, cadw a gwella llystyfiant presennol gan gynnwys gwaith cynnal er mwyn sicrhau ei fod yn ymsefydlu), ei fod yn rhoi digon o gadarnhad na fydd unrhyw effeithiau sylweddol. Ystyrir bod pwys priodol wedi'i roi ar fesurau tirlunio lliniarol i leihau effeithiau, gan y bydd y rhain yn cael eu rhoi ar waith fel un o gyfyngiadau arfaethedig y Gorchymyn Datblygu Arbennig ac y byddant, felly, yn hanfodol i gyflawni'r cynllun.</p> |
| <p>Systemau Draenio Cynaliadwy (SuDS).</p> <p>Er nad yw proses y Corff Cymeradwyo Systemau Draenio Cynaliadwy (SAB) yn rhan o broses y Gorchymyn Datblygu Arbennig, mae Ymgynghoriaeth Gwynedd Consultancy wedi gweld y lluniad o'r 'Trefniant Cyffredinol' ac wedi cyflwyno'r sylwadau canlynol:</p> <p>Dengys prif nodweddion y systemau draenio cynaliadwy, cynaeafu dŵr, lleiniau hidlo, pantiau, pyllau arafu ac ati, mae angen mwy o fanylion am ddyluniad y systemau draenio e.e. manylion mesurau rheoli gollyngiadau o lwythi ôl-gerbydau a gwahanwyr olew a thanwydd ac ati ond, ar y cyfan, mae dyluniad y safle hwn yn cyd-fynd â thrafodaethau blaenorol.</p> | <p>Systemau Draenio Cynaliadwy (SuDS).</p> <p>Caiff y dŵr wyneb ffo o'r datblygiad arfaethedig ar Lain 9 ei reoli drwy gyfres o nodweddion Systemau Draenio Cynaliadwy. Cynigir y dylid cynaeafu dŵr glaw er mwyn aildefnyddio'r dŵr o doeau, gan leihau faint o ddŵr ffo sy'n llifo o'r safle a'r defnydd o ddŵr o'r prif gyflenwad. Cynigir y dylai cymaint o ddŵr wyneb ffo â phosibl gael ei gludo gan systemau draenio cynaliadwy ar wyneb y ddaear, gan gynnwys lleiniau hidlo, pantiau, draeniau hidlo, basn crynhoi a phalmentydd athraidd. Er bod y cyfraddau ymdreiddio ar y safle yn wael, bydd y systemau draenio cynaliadwy yn ei gwneud yn bosibl i rywfaint o ddŵr ymdreiddio i'r ddaear ond gyda llif y rhan fwyaf o'r dŵr wyneb yn cael ei arafu yn y basn crynhoi. Bydd llifau o'r basn crynhoi yn gollwng i'r cwrs dŵr presennol ond fe'u cyfyngir i gyfradd dŵr ffo Maes glas ar gyfer safle ac mae'r basn crynhoi yn ddigon mawr i ddarparu ar gyfer y digwyddiad storm 1 mewn 100 mlynedd ynghyd â newid o 30% yn yr hinsawdd.</p> |

Ymgynghorai Crynodeb o'r Adborth a Gafwyd

Ymateb i'r Adborth a Gafwyd

| | |
|---|--|
| | <p>Darperir mesurau atal llygredd o'r dŵr wyneb ffo (sy'n draenio i'r ddaear a/neu'r cwrs dŵr presennol) gan y systemau draenio cynaliadwy, sy'n ffurfio cadwyn drin. Yn ogystal â'r broses lanhau a ddarperir gan gadwyn drin y systemau draenio cynaliadwy, mewn ardaloedd risg uchel, megis mannau parcio cerbydau nwyddau trwm ac ail-lenwi â thanwydd, mae'r dŵr ffo yn mynd drwy wahanwyr cadw / blaengwrt llawn Dosbarth 1 er mwyn tynnu hydrocarbonau a siltiau cyn iddo ollwng i'r cwrs dŵr presennol, drwy'r basn crynhoi. Bwriedir i'r dulliau hyn reoli unrhyw berygl o lifogydd, naill ai ar y safle neu yn yr ardal leol, o ganlyniad i'r datblygiad.</p> |
| <p>Diogelu'r Cyhoedd</p> <p>Dylai fod gan y Rhwystr Acwstig arfaethedig sy'n 5m o led ddwysedd o >25kg/m2 o leiaf a bod yn 'amsugol' yn hytrach nag 'adlewyrchol'. Deëllir mai hwn yw'r opsiwn a ffefrir.</p> <p>Argymhellir y dylid defnyddio Hysbysiad o Ganiatâd Ymlaen Llaw Adran 61 (o dan Ddeddf Rheoli Llygredd 1974) (fel y'i defnyddiwyd wrth adeiladu'r cyfleuster stacio presennol ar gyfer cerbydau nwyddau trwm). Mae'n rhestru cyfarpar sy'n cadw sŵn ac yn galluogi'r datblygwr i gytuno ar baramedrau gweithredu a bydd yn ei gwneud yn bosibl i ddyddiadau ac amseroedd gweithredu gael eu rheoli. Ni ragwelir y bydd unrhyw broblemau gydag ansawdd aer ar y safle, yn ystod y cam adeiladu na phan fydd yn cael ei ddefnyddio'n weithredol. Mae angen cytuno ar Gynllun Rheoli Amgylcheddol Adeiladu (CEMP) sy'n nodi mesurau ar gyfer rheoli sŵn, dirgryndod, golau a llwch ac ati.</p> | <p>Diogelu'r Cyhoedd.</p> <p>Nodir sylwadau ar rwystr acwstig a gellir cadarnhau y cytunir ar Gynllun Rheoli Amgylcheddol Adeiladu cyn i unrhyw waith adeiladu ddechrau. Darperir mesurau lleihau sŵn yn unol ag argymhellion yr Asesiad o Effaith Sŵn sydd, yn gwyno, yn cynnwys optimeiddio cynllun y Safle Rheoli Ffiniau er mwyn sicrhau y bydd adeiladau yn sgrinio gweithgareddau ar y safle, rhwystr amsugol 5m ar hyd rhan ddeheuol yr Ardal Ddatblygadwy, cyfyngu ar redeg injans pan na fydd cerbydau nwyddau trwm yn symud, ddim mwy na 22 o gerbydau nwyddau trwm i redeg ar gilfannau'r prif gyflenwad trydan a sicrhau bod sŵn o'r safle yn bodloni meini prawf BS4142 drwy waith dylunio. Mae pob un o'r mesurau hyn wedi'u cynnwys fel un o gyfyngiadau'r Gorchymyn Datblygu Arbennig.</p> <p>Fel y nodwyd yn ymateb Swyddog Lechyd y Cyhoedd, daethpwyd i'r casgliad, oherwydd amserlen y cyfnod adeiladu (8 mis), y nifer isel o gerbydau nwyddau trwm a'r defnydd o fesurau arfer gorau, na fyddai unrhyw effeithiau sylweddol ar ansawdd aer yn ystod y cam hwn. Nododd yr asesiad na fyddai newidiadau mewn llifau traffig a achosid gan y cynllun yn cael unrhyw effaith sylweddol ar ansawdd aer, ar yr amod y byddai'r polisi ar redeg injans pan na fydd cerbydau yn symud yn cael ei roi ar waith. Cynigir y dylid cyfyngu ar hyn drwy Gyfyngiadau arfaethedig yr Amlen Amgylcheddol. Fel y nodwyd gan Swyddog Lechyd yr Amgylchedd, mae'r angen am gytundeb o adran 61 wedi'i gynnwys fel un o gyfyngiadau arfaethedig y Gorchymyn Datblygu Arbennig. Felly caiff terfynau sŵn a dirgryndod adeiladu eu pennu yn unol â BS5228 mewn trafodaeth rhwng y contractwr a Chyngor Sir Ynys Môn.</p> |
| <p>Priffyrdd a Thrafnidiaeth</p> <p>Wrth ystyried ansawdd y rhwydwaith priffyrdd rhwng y safle a'r A55, nid oes unrhyw bryderon mawr o safbwynt Awdurdod Priffyrdd. At hynny, mae nifer y symudiadau traffig (gan gynnwys cerbydau nwyddau trwm/faniau a gaiff eu harchwilio) yn gymharol isel ac wedi'u gwasgaru dros gyfnod o 24 awr. Mae sylwadau penodol sy'n ymwneud â'r Datganiad Drafft am Drafnidiaeth a'r Cynllun Teithio Amlinellol Drafft eisoes wedi'u cyflwyno mewn amlen ar wahân.</p> | <p>Priffyrdd a Thrafnidiaeth</p> <p>Cytunir ar hyn. Adolygodd y Datganiad am Drafnidiaeth yr Asesiad o Drafnidiaeth ar gyfer Prosiect Wylfa Newydd a ddangosodd fod gwaith dadansoddi traffig a wnaed ar gyfer Canolfan Logisteg arfaethedig yn awgrymu y gellid darparu ar gyfer cyfleuster cerbydau nwyddau trwm â chapasiti uwch o fewn cylchfan bresennol yr A55 heb unrhyw effeithiau andwyol ar y Rhwydwaith Priffyrdd. Fel y nodir yn y Cais am Orchymyn Caniatâd Datblygu ar gyfer Wylfa, asesodd hyn ganolfan logisteg â galw fesul awr gan gerbydau nwyddau trwm sy'n cyfateb i 40 yr awr, sydd gryn dipyn yn uwch na'r Safle Rheoli Ffiniau arfaethedig (sef 26 y dydd, ar gyfartaledd). Cais am Orchymyn Caniatâd Datblygu ar gyfer Wylfa (rhif cyfeirnod yr Arolygiaeth Gynllunio EN010007, Mehefin 2018).</p> |
| <p>Cwestiynau Aelodau Lleol</p> <p>Yn ogystal â'r sesiynau gweithdy gyda swyddogion y cyfeiriwyd atynt uchod, cynhaliodd y Prif Swyddog Cynllunio sesiwn frifffio fewnol gydag aelodau lleol Caergybi ac Ynys Cybi ar 11 Mehefin 2021. Yn ogystal â'r materion a nodwyd yn flaenorol gan aelodau yn y sesiwn frifffio a gynhaliwyd gan Lywodraeth Cymru ar 24 Mawrth 2021, codwyd y materion ychwanegol canlynol:</p> <ol style="list-style-type: none">1. Gofynnodd yr aelodau am gadarnhad fod angen y cyfleuster hwn yn yr hirdymor a gwnaethant holi ynghylch y bwriadau o ran y defnydd o'r safle yn y dyfodol.2. Lleisiwyd pryder ynghylch graddau cychwynnol y cynigion a pham nad oedd dull gweithredu mwy graddol neu ddull gweithredu fesul cam mewn ymateb i'r galw yn cael ei gynnig.3. Nodwyd bod yr amserleni presennol ar gyfer dechrau ar y gwaith adeiladu ac i'r safle fod yn gwbl weithredol yn awgrymu y byddai angen trefniadau 'dros dro' o ryw fath. Beth yw'r rhain?4. Mae llifogydd a dŵr ffo yn llifo i eiddo cyfagos yn dal i achosi pryder ac mae angen eu lliniaru. Mae'n bwysig bod y safle hwn yn cael ei ystyried yn 'Safle glas'; o ran dulliau adeiladu a manyleb adeiladau ac yn ystod y cam gweithredu e.e., pwyntiau gwefru i gerbydau tanwydd dwbl. | <p>Cwestiynau Aelodau Lleol</p> <ol style="list-style-type: none">1. Byddai'r Gorchymyn Datblygu Arbennig yn darparu caniatâd parhaol ar gyfer Safle Rheoli Ffiniau, gan nodi'r paramedrau datblygu ar gyfer cam adeiladu a cham gweithredu'r cyfleuster. Os na fydd angen Safle Rheoli Ffiniau ar y safle mwyach, bydd angen gwneud cais i Gyngor Sir Ynys Môn o dan Ddeddf Cynllunio Gwlad a Thref 1990 ar gyfer unrhyw newid defnydd neu gynllun i ddatblygu'r safle wedi hynny. Mae'r gofyniad hirdymor ar gyfer y cyfleuster hwn yn ddarostyngedig i Strategaeth Ffiniau ehangach Llywodraeth y DU.2. Ar hyn o bryd, mae dull fesul cam o ymdrin â mesurau rheoli ffiniau ar gyfer nwyddau lechydol a Ffytioiechydol sy'n dod i mewn i'r DU o'r UE. Dechreuodd mesurau rheoli ar gyfer anifeiliaid byw, planhigion a bwyd risg uchel ym mis Ionawr 2021 ond maent yn cael eu cyflawni yn y gyrchfan. Bydd newidiadau pellach ym mis Hydref mewn perthynas â chynhyrchion sy'n dod o anifeiliaid. Nodir y dyddiadau hyn ym Model Gweithredu Ffiniau Llywodraeth y DU sydd, ynghyd â'r gofynion sylfaenol a nodir yn y Rheoliadau Rheolaethau Swyddogol, yn pennu'r cyfleusterau sydd eu hangen i sicrhau dynodiad gweithredol a darparu ar gyfer hapddigwyddiadau. Mae bwyd ac anifeiliaid byw yn sensitif o ran amser ac yn nwyddau gwerth uchel a gludir mewn llongau ac sy'n gofyn am seilwaith pwrpasol. Mae'n rhaid i'r Deyrnas Unedig hefyd gyflawni ymrwymidiadau ei chytundebau masnach.3. Mae Llywodraeth Cymru yn ymgynghori â Llywodraethau'r DU a'r Alban ac yn trafod a oes angen trefniadau dros dro mewn perthynas ag unrhyw gyfleusterau na fyddant yn barod erbyn y dyddiadau a nodwyd gan Lywodraeth y DU yn ei Model Gweithredu Ffiniau. Cynhelir deialog agos â'ch Awdurdod fel rhanddeiliad allweddol. Mae Llywodraeth Cymru yn parhau i drafod y mater â Llywodraethau'r DU a'r Alban.4. Gweler yr ymateb i'r Systemau Draenio Cynaliadwy. I grynhoi, bydd llifau o'r basn crynhoi yn gollwng i'r cwrs dŵr presennol ond fe'u cyfyngir i gyfradd ffoi meysydd glas o'r safle ac mae'r basn crynhoi yn ddigon mawr i ddarparu ar gyfer y digwyddiad storm 1 mewn 100 mlynedd ynghyd â newid o 30% yn yr hinsawdd. Nod y datblygiad yw sicrhau Gradd Ardderchog BREEAM gan ddefnyddio Safonau Adeiladu Cynaliadwy Llywodraeth Cymru. |

Ymgynghorai Crynodeb o'r Adborth a Gafwyd

Ymateb i'r Adborth a Gafwyd

| | | |
|---|--|--|
| | <p>Sylwadau Cloi</p> <p>I gloi, gellir cadarnhau bod Cyngor Sir Ynys Môn yn cefnogi'r egwyddor o greu'r Safle Rheoli Ffiniau ym Mharc Cybi. Fodd bynnag, fel y gwyddoch, mae nifer o amheuan a phryderon wedi'u mynegi'n flaenorol gan swyddogion ac aelodau lleol fel ei gilydd.</p> <p>Ar y cyfan, maent yn canolbwyntio ar yr effeithiau uniongyrchol ar yr eiddo preswyl ger y safle. Mae effeithiau ehangach i'w hystyried hefyd, gan gynnwys (ymhlith pethau eraill): goleuadau, sŵn, llygredd, systemau draenio, amwynder gweledol, integreiddio â'r dirwedd, ecoleg, rheoli traffig a sicrhau'r manteision economaidd-gymdeithasol mwyaf posibl.</p> <p>Erys y pryderon a'r amheuan hyn ac mae Cyngor Sir Ynys Môn o'r farn ei bod yn hanfodol bod y cais am Orchymyn Datblygu Arbennig yn ymateb i'r materion a godwyd ac yn mynd i'r afael â nhw mewn modd cadarnhaol wrth nodi'r paramedrau datblygu. Mae disgwiliad clir y bydd hyn yn digwydd ac y cânt eu cynnwys yn eich adroddiad ymgysylltu a fydd yn ategu'r cynigion safle-benodol a gyflwynir i Weinidogion Cymru. Hefyd, gofynnir am i Gyngor Sir Ynys Môn a thrigolion lleol gael diweddariadau rheolaidd, wrth i ddatblygiadau ar y safle fynd yn eu blaen.</p> | <p>Sylwadau Cloi</p> <p>Mae Llywodraeth Cymru ymrwymedig i roi'r wybodaeth ddiweddaraf i ymgynghoreion, gan gynnwys aelodau a swyddogion, am y cynnydd sydd wedi'i wneud o ran y gwaith cynllunio a dylunio wrth i wybodaeth ddod ar gael. Bydd yn parhau i gynnal deialog weithredol agos â swyddogion.</p> <p>Bydd trigolion lleol hefyd yn cael y wybodaeth ddiweddaraf yn ystod cerrig milltir pwysig y prosiect megis ymateb i sylwadau ar yr ymgynghoriad cyhoeddus i'r Gorchymyn Datblygu Arbennig, y penderfyniad cynllunio gan Weinidogion Cymru a (heb effeithio ar y penderfyniad hwnnw ac yn amodol arno) faterion sy'n ymwneud ag adeiladu a gweithredu'r cyfleuster.</p> <p>Mae Llywodraeth Cymru hefyd yn paratoi i gyhoeddi dogfennau technegol allweddol sy'n dangos sut mae'r cais am Orchymyn Datblygu Arbennig yn mynd i'r afael â'r materion a godwyd mewn modd cadarnhaol wrth nodi'r paramedrau datblygu arfaethedig.</p> |
| <p>Ymddiriedolaeth Archeolegol Gwynedd / Gwasanaeth Cynllunio Archeolegol Gwynedd</p> | <p>Asesiad</p> <p>Fel y nodwyd yn eich neges e-bost, mae Llywodraeth Cymru eisoes wedi bod yn trafod materion archaeolegol sy'n gysylltiedig â'r datblygiad arfaethedig â'ch cydweithwyr, gan gynnwys cymryd rhan yn y gweithdy diweddar ar dreftadaeth a'r dirwedd, a gynhaliwyd yn rhithwir ar 10 Mehefin 2021. Fel yr amlinellwyd yn y trafodaethau hyn, mae safle'r datblygiad arfaethedig wedi bod yn destun rhaglen gynhwysfawr o archwiliadau archaeolegol, a gyflawnwyd cyn creu'r cyfleuster dros dro presennol ar y safle. Nododd y gwaith hwn, a wnaed gan Brython Archaeology yn gynharach eleni, olion archaeolegol ym mhob rhan o'r safle, gan gynnwys anheddiad yn cynnwys cytiau sy'n dyddio, yn ôl pob tebyg, o ddiwedd y cyfnod cynhanesyddol, tystiolaeth bod y safle yn cael ei feddiannu yn gynharach yn y cyfnod cynhanesyddol a nodweddion amaethyddol ôl-ganoloesol. Cafodd yr holl archaeoleg a nodwyd ei chloddio a'i chofnodi'n llawn a chymerwyd samplau o'r ardal wlyptir gyfagos er mwyn cynnal dadansoddiad paleo-amgylcheddol. Er bod y gwaith ôl-gloddio yn mynd rhagddo o hyd, ystyri'r bellach nad yw'r safle yn cynnwys unrhyw beth o werth tystiolaethol ac nad oes angen cynnal rhagor o archwiliadau lliniarol os bydd y safle yn cael ei ddatblygu yn y dyfodol.</p> | <p>Asesiad</p> <p>Cynhaliodd Mott MacDonald drafodaethau rheolaidd â Gwasanaeth Cynllunio Archeolegol Gwynedd a Cadw, er mwyn trafod effeithiau posibl y cynllun ar archaeoleg ac asedau treftadaeth. Roedd yn cynnwys darparu'r adroddiadau ymchwilio sy'n ymwneud â datblygiad strategol Parc Cybi a'r Cyfleuster Stacio Brys i Gerbydau Nwyddau Trwm. Roedd hyn yn werthfawr i ddeall y broses gynhwysfawr o ddileu potensial archaeolegol ar y safle.</p> |
| | <p>Yr Amgylchedd Hanesyddol.</p> <p>Nodwyd y prif destun pryder ynghylch yr amgylchedd hanesyddol sy'n gysylltiedig o'r cynllun arfaethedig yn gywir fel yr effaith ar leoliad Siambr Gladdu Trefignath (heneb AN011), sydd gyferbyn â'r safle ac i'r dwyrain ohono. Mae Llywodraeth Cymru yn cydnabod bod hyn wedi'i ystyried yn y dyluniad a'r cynllun arfaethedig o'r cychwyn ac yn croesawu'r penderfyniad i gynnwys llain glustogi las ar yr ochr hon i'r safle, sy'n cynnwys y brigiad a'r gwaith plannu newydd. Bydd hyn yn atal datblygiadau adeiledig rhag tresmasu ar safle ac yn lleihau'r effaith weledol i ryw raddau. Fodd bynnag, mae'n rhaid ystyried ffactorau megis uchder, lliw, deunyddiau a goleuadau'r cynllun hefyd. Mae'r asesiad o liwiau amgylcheddol a'r trawsluniau a ddarparwyd hyd yma yn ddefnyddiol yn hyn o beth, ond bydd angen lluniadau ychwanegol (ar ffurf croestoriadau, ffotogyfosodiadau ac ati) er mwyn dangos golwg y cynllun pan edrychir arno o'r heneb a galluogi asesiad hyddysg o'r effaith y gall ei chael. Fel y nodwyd yn y gweithdy diweddar, gallai fod goblygiadau archaeolegol i unrhyw gynigion lliniaru oddi ar y safle megis gwaith plannu er budd y dirwedd, amwynder gweledol ac ecoleg. Gallai hyn godi o ganlyniad i gyflwyno rhwystrau newydd yn y dirwedd (gan dorri ar draws llinellau gweld) neu darfu, o bosibl, ar ddyddodion archaeolegol claddedig. Os bydd mesurau o'r fath yn cael eu hystyried, cysylltwch â ni er mwyn cadarnhau a oes unrhyw gyfyngiadau archaeolegol. Yn yr un modd, byddai Llywodraeth Cymru yn fwy na pharod i roi cyngor, petai lle i gynnwys gwybodaeth am archaeoleg y safle yn y cynllun.</p> | <p>Yr Amgylchedd Hanesyddol.</p> <p>Roedd y trafodaethau hyn hefyd yn canolbwyntio ar Siambr Gladdu Trefignath, fel yr ased treftadaeth allweddol y mae'r cynllun yn fwyaf tebygol o effeithio arno. Drwy ddyluniad y cynllun, a drafodwyd ar ôl hynny â Gwasanaeth Cynllunio Archeolegol Gwynedd a Cadw, bu'n bosibl i Mott MacDonald roi mesurau dylunio a lliniaru ar waith yr oedd pob parti o'r farn eu bod yn ddigonol i atal unrhyw effeithiau sylweddol ar yr ased hwn. Roedd hyn yn cynnwys pennu terfynau ar gyfer uchder adeiladau, lliwio adeiladau a ffensys, meddalu elfennau adeiledig drwy waith plannu o fewn golygfan y siambr gladdu, optimeiddio'r dyluniad yn y gornel ogledd-orllewinol drwy ddefnyddio glaswellt atgyfnerthedig athraidd yn hytrach na tharmac a symud strwythurau nad oeddent yn hanfodol o'r ardal.</p> <p>Mae trawsluniau wedi'u rhannu â Gwasanaeth Cynllunio Archeolegol Gwynedd a Cadw, sydd wedi chwarae rhan allweddol mewn prosesau gwneud penderfyniadau ynghylch gwaith dylunio ac asesu drwy gydol proses y Gorchymyn Datblygu Arbennig. Nid ystyriwyd bod ffotogyfosodiadau yn gymesur ag effeithiau tebygol y Safle Rheoli Ffiniau, oherwydd cyd-destun y cynllun mewn rhan o Barc Cybi a oedd eisoes wedi'i datblygu a gan y byddai cyfyngiadau arfaethedig y Gorchymyn Datblygu Arbennig a fyddai'n cael eu rhoi ar waith yn ddigon i sicrhau na fyddai unrhyw effeithiau sylweddol ar yr amgylchedd treftadaeth a thirwedd.</p> <p>Yn ystod y broses ymgysylltu ffurfiol, cyfeiriodd Gwasanaeth Cynllunio Archeolegol Gwynedd at y risg o oblygiadau archaeolegol petai unrhyw waith plannu yn dechrau oddi ar y safle ger y siambr gladdu. Nodwyd y pryder hwn ac, er nad oes unrhyw gynlluniau ar waith i wneud unrhyw waith plannu oddi ar y safle (gan ei bod yn bosibl sicrhau Enillion Net i Fioamrywiaeth ar y safle), petai unrhyw welliannau ychwanegol oddi ar y safle yn cael eu cynnig yn y dyfodol, byddai'r sylwadau yn cael lle blaenllaw yn y broses gwneud penderfyniadau ac ymgynghorid ymhellach â Gwasanaeth Cynllunio Archeolegol Gwynedd ar y mater hwn.</p> <p>O ran yr Asesiad o Liwiau Amgylcheddol, diwygiwyd y palet sy'n golygu bod lliwiau mwy tywyll wedi'u defnyddio ar doeau'r adeiladau. Cytunwyd ar y palet mwy tywyll yn y fersiwn wedi'i diweddarau o'r Asesiad o Liwiau Amgylcheddol â Gwasanaeth Cynllunio Archeolegol Gwynedd, CNC a Chyngor Sir Ynys Môn.</p> |
| <p>Cadw</p> | <p>Henebion cofrestredig:</p> <ul style="list-style-type: none"> AN011 Siambr Gladdu Trefignath AN012 Maen Hir Tŷ Mawr | <p>Aseswyd a chyflwynwyd effeithiau'r cynllun ar dreftadaeth ddiwylliannol yn yr Asesiad o'r Effaith ar Dreftadaeth (BCP21-002-03-00). Pennwyd llinell sylfaen y broses asesu a'r prosesau arfarnu dilynol drwy ymgysylltu â Cadw a Gwasanaeth Cynllunio Archeolegol Gwynedd, a chwaraeodd ran flaenllaw yn y broses gwneud penderfyniadau wrth benderfynu ar y fethodoleg a'r asesiad a fyddai'n cael ei gynnal er mwyn ategu'r Gorchymyn Datblygu Arbennig hwn.</p> |

Ymgynghorai Crynodeb o'r Adborth a Gafwyd

Ymateb i'r Adborth a Gafwyd

| | | |
|-------------------------------------|--|---|
| | <p>Lleolir yr ardal ddatblygu arfaethedig tua 42m i'r gorllewin o heneb gofrestredig AN011 Siambr Gladdu Trefignath a thua 495m i'r de-ddwyrain o heneb gofrestredig AN012 Maen Hir Tŷ Mawr.</p> <p>Mae Mott MacDonald wedi paratoi dyluniad drafft ar gyfer y Safle Rheoli Ffiniau ac adroddiad sy'n awgrymu amlen a fframwaith ar gyfer datblygiad y Safle Rheoli Ffiniau, gan ddarparu ar gyfer hyblygrwydd o fewn terfynau rhagnodedig penodol. Caiff y Safle Rheoli Ffiniau effaith andwyol ar leoliad yr henebion cofrestredig uchod ac mae'r dyluniad wedi'i baratoi er mwyn lleihau unrhyw effaith andwyol i lefel na fydd yn arwyddocaol. Felly, mae'r terfynau a'r cyfyngiadau arfaethedig a ganiateir ar gyfer dyluniad manwl y Safle Rheoli Ffiniau yn hanfodol er mwyn sicrhau na fydd unrhyw effeithiau andwyol sylweddol.</p> <p>Mae'r cyfyngiadau a nodwyd gan Mott MacDonald er mwyn cyfyngu ar yr effaith andwyol a gaiff y Safle Rheoli Ffiniau ar leoliad yr henebion cofrestredig fel a ganlyn:</p> <ul style="list-style-type: none"> • Uchafswm uchder adeiladau • Osgoi brigiad creigiog • Ardal ddatblygadwy • Gorffeniadau ffurfiau adeiledig • Creu ffyrdd i mewn ac allan • Goleuadau • Tirlunio • Cynnal y gwaith plannu yn yr hirdymor <p>Cytunaf mai'r rhain yw'r cyfyngiadau cywir a bod y terfynau arfaethedig a'r sail resymegol drostynt yn briodol. Yn fy marn i, os defnyddir y paramedrau hyn mewn unrhyw ddyluniad o'r Safle Rheoli Ffiniau yn y dyfodol, ni fydd effeithiau andwyol y Safle Rheoli Ffiniau ar leoliadau'r henebion cofrestredig yn rhai sylweddol.</p> | <p>Cynhaliodd Mott MacDonald drafodaethau rheolaidd â Gwasanaeth Cynllunio Archaeolegol Gwynedd a Cadw, er mwyn trafod effeithiau posibl y cynllun ar archaeoleg ac asedau treftadaeth. Roedd hyn yn werthfawr i ddeall y broses gynhwysfawr o ddileu potensial archaeolegol ar y safle. Roedd y trafodaethau hyn yn canolbwyntio ar Siambr Gladdu Trefignath, fel yr ased treftadaeth allweddol y mae'r cynllun yn fwyaf tebygol o effeithio arno. Drwy ddyluniad y cynllun, a drafodwyd ar ôl hynny â Gwasanaeth Cynllunio Archaeolegol Gwynedd a Cadw, bu'n bosibl i Mott MacDonald roi mesurau dylunio a lliniaru ar waith yr oedd pob parti o'r farn eu bod yn ddigonol i atal unrhyw effeithiau sylweddol ar yr ased hwn. Roedd hyn yn cynnwys pennu terfynau ar gyfer uchder adeiladau, lliwio adeiladau a ffensys, meddalau elfennau adeiledig drwy waith plannu o fewn golygfan y siambr gladdu, optimeiddio'r dyluniad yn y gornel ogledd-orllewinol drwy ddefnyddio glaswellt atgyfnerthedig athraidd yn hytrach na choncrit a symud strwythurau nad oeddent yn hanfodol o'r ardal.</p> <p>Gallai gweithredu'r cynllun effeithio ar asedau treftadaeth o ganlyniad i newidiadau o fewn eu lleoliadau. Felly, mae sawl Cyfyngiad ar gyfer y Gorchymyn Datblygu Arbennig wedi'u cynnig er mwyn lleihau'r effeithiau hyn, gan gynnwys:</p> <p>B1 – Uchafswm uchder adeiladau er mwyn lleihau'r effaith ar leoliad Siambr Gladdu Trefignath B2 – Osgoi brigiad creigiog, er mwyn lleihau effaith newidiadau ar leoliad asedau treftadaeth B3 – Ardal ddatblygadwy, er mwyn lleihau'r effaith ar leoliad Siambr Gladdu B4 – Ffensys/Dulliau Trin Ffiniau er mwyn sicrhau na fydd dyluniad ffensys yn negyddu mesurau lliniaru eraill a gynigir er mwyn lleihau'r effaith ar Siambr Gladdu Trefignath B5 – Gorffeniadau Ffuriau Adeiledig, er mwyn helpu i leihau unrhyw effeithiau gweledol andwyol a gaiff y datblygiad arfaethedig ar yr AHNE a chymeriad tirwedd yr ardal B.7 – Goleuadau, er mwyn lleihau effaith colli golau i'r ardal oddi amgylch B8 – Gwaith tirlunio, er mwyn helpu i guddio'r datblygiad rhag eiddo cyfagos O.7 – Cynnal a chadw'r safle yn yr hirdymor, er mwyn sicrhau y cynhelir gwaith tirlunio a mesurau sgrinio O.9 – Mynediad Brys, er mwyn cwtdogi ar nifer y lleiniau caled newydd a gyflwynir i ardaloedd yn yr AHNE.</p> |
| <p>Cyfoeth Naturiol Cymru (CNC)</p> | <p>Cyflwyniad</p> <p>Diolch am ymgynghori â Cyfoeth Naturiol Cymru ynghylch yr uchod, a dderbyniwyd gan Lywodraeth Cymru ar 2/6/2021. Mae'r wybodaeth a ddarparwyd wedi'i hadolygu yn yr adroddiad Cam B (Mott MacDonald, dyddiedig Mai 2021), gan gynnwys tabl Terfynau a Chyfyngiadau'r Gorchymyn Datblygu Arbennig.</p> <p>Noder ni fydd sylwadau Llywodraeth Cymru yn effeithio ar unrhyw sylwadau y bydd Llywodraeth Cymru, o bosibl, am eu gwneud pan ymgynghorir â hi fel rhan o broses y Gorchymyn Datblygu Arbennig neu os cyflwynir gwybodaeth fanylach. Ar adeg unrhyw gais, efallai y bydd gwybodaeth newydd ar gael y bydd angen i Lywodraeth Cymru ei hystyried wrth lunio ymateb ffurfiol.</p> <p>Materion Eraill</p> <p>Mae sylwadau Llywodraeth Cymru uchod ond yn ymwneud yn benodol â materion sydd wedi'u cynnwys ar y rhestr wirio, y Gwasanaeth Cyngori ar Gynllunio: Pynciau Ymgynghori (Medi 2018), a gyhoeddir ar wefan Llywodraeth Cymru. Nid yw Llywodraeth Cymru wedi ystyried effeithiau posibl ar faterion eraill ac nid yw'n diystyru'r posibilrwydd y bydd y datblygiad arfaethedig yn effeithio ar fuddiannau eraill. Hoffai Llywodraeth Cymru eich atgoffa, yn ogystal â chaniatâd cynllunio, mai chi sy'n gyfrifol am sicrhau eich bod yn cael yr holl hawlenni/caniatadau/trwyddedau sy'n berthnasol i'r datblygiad. Ewch i wefan Llywodraeth Cymru i gael rhagor o fanylion.</p> | |
| | <p>Tirweddau Gwarchodedig</p> <p>Lleolir y cynnig yn Ardal o Harddwch Naturiol Eithriadol (AHNE) Ynys Môn, yn Ardal Cymeriad Tirwedd 2: Ynys Gybi, fel y'i diffinnir yn Strategaeth Tirwedd Ynys Môn (Diweddariad 2011). Mae a wnelo cyngor Llywodraeth Cymru â'r effeithiau posibl ar yr AHNE.</p> <p>Ymhellach i gyngor ymgynghori blaenorol Llywodraeth Cymru ar 13/4/2021 (CAS-142403-Z5J8), mae Llywodraeth Cymru yn nodi bod yr ymgynghoriad Cam B hwn yn cynnwys tabl Terfynau a Chyfyngiadau'r Gorchymyn Datblygu Arbennig sy'n nodi paramedrau, y mae rhai ohonynt yn ymwneud â lleihau effeithiau ar y dirwedd. Fodd bynnag, nodir bod angen gwybodaeth bellach am yr agweddau canlynol.</p> | <p>Nodir eich sylwadau. Gweler isod am wybodaeth am agweddau penodol.</p> |
| | <p>Cynllun Plannu</p> <p>Mae Llywodraeth Cymru yn argymhell y dylech geisio eglurhad ynglŷn â'r technegau gwella a sefydlu pridd, ynghyd â'r cymysgedd arfaethedig o rywogaethau, mewn perthynas â'r llain glustogi dirlunio 10 o led i'r gorllewin a'r de. Mae natur y safle wedi'i glirio yn awgrymu y gallai'r tir yn yr ardaloedd sydd i'w plannu fod wedi'i gywasgu. Mae angen yr eglurhad hwn er mwyn dangos y bydd y cynllun plannu yn y llain glustogi 10m o led yn effeithiol.</p> | <p>Cynllun Plannu</p> <p>Mae un o Gyfyngiadau arfaethedig y Gorchymyn Datblygu Arbennig yn nodi y byddai'r gwaith ar y llain glustogi dirlunio a'r ychwanegiadau at y bwnd a'r coed presennol (sydd i'w cadw) yn cael eu cyflawni, ynghyd â gwaith i'w cadw a'u cynnal a'u rheoli er mwyn sicrhau eu llwyddiant, dros oes y Safle Rheoli Ffiniau. This would include replacement of any failed planting. Byddai hyn yn cael ei gyflawni gan y Prif Gontractwr ar sail cyngor arbenigol. Bydd Cyfyngiadau arfaethedig y Gorchymyn Datblygu Arbennig yn sicrhau llwyddiant y gwaith plannu tirlunio.</p> <p>Caiff llain glustogi dirlunio a fydd o leiaf 10m o led ei phlannu â chymysgedd o rywogaethau coed brodorol rhwng y bwnd presennol o goed a'r ardal ddatblygadwy er mwyn cuddio'r datblygiad mewn golygfeydd o'r Gorllewin-Dde-Orllewin o dderbynyddion gweledol sensitif sy'n byw mewn eiddo preswyl cyfagos. Tua rhan ddwyreiniol y safle, bydd y llain glustogi dirlunio yn cynnwys dwy elfen linellol,</p> |

Ymgynghorai Crynodeb o'r Adborth a Gafwyd

Ymateb i'r Adborth a Gafwyd

| | |
|---|---|
| | <p>un i'r de o'r brif ffordd fynediad a rhan arall yn gyfochrog â'r bwnd presennol â choed. Mewn unrhyw fan unigol, bydd y ddwy elfen, gyda'i gilydd, yn darparu llain glustogi dirluniol sydd o leiaf 10m o led. Caiff y bwnd tirluniol presennol ei gadw ac ychwanegir ato, a fydd yn cuddio'r datblygiad rywfaint yn ystod y cyfnod adeiladu ac ar ddechrau'r cyfnod gweithredu a nes i'r llain glustogi dirluniol ymsefydlu fel y nodir ar y lluniad o'r Amlen Gydsynio 100100943-MMD-PC-XX-DR-AR-0012.</p> |
| <p>Asesiad o Liwiau Amgylcheddol</p> <p>Mae Llywodraeth Cymru yn croesawu'r penderfyniad i gynnal Asesiad o Liwiau Amgylcheddol ond, fel y nodwyd yn y cyfarfod ar 10/6/2021, yn argemell y dylech ailystyried y palet o liwiau golau iawn a ddewiswyd ar gyfer toeau'r adeiladau. Mae'r asesiad yn dilyn yr egwyddorion cyffredinol a amlinellir ym Mhapur CNC ar Asesu Liwiau Amgylcheddol ac Asesiad y Sefydliad Tirlunio o Liwiau Amgylcheddol TIN 04/2018 wrth nodi palet lliwiau'r dirwedd bresennol ac adeiladau presennol ond nid yw'n nodi cwmpas yr asesiad nac yn esbonio sut y dewiswyd y palet ar gyfer yr adeiladau ac, yn arbennig, y toeau.</p> <p>Fel y nodir yn adran 4.2 o'r Asesiad o Liwiau Amgylcheddol, lleolir y safle yn AHNE Ynys Môn ac, er bod y safle ei hun yn rhan o'r ystâd ddiwydiannol, lleolir tirweddau gwerth uchel cyfagos i'r de a'r gorllewin. Mae'r adeiladau yn debygol o fod yn weladwy o'r dirwedd fwy sensitif gyfagos yn yr AHNE i'r de, y gorllewin a'r gogledd-orllewin, lle mae'r tir yn codi ac y byddai golygfeydd wrth edrych i lawr tuag at y safle.</p> <p>Mae'r asesiad yn nodi, yn adran 5.3, mai lliwiau sylfaenol y dirwedd yw lliwiau brown a gwyrdd gwan, lliwiau gwyrdd mwsoglyd a lliwiau llwydglas gyda rhai lliwiau acen megis eithin melyn pan fyddant yn blodeuo.</p> <p>Mae'r adran ar yr Amgylchedd Adeiledig yn 6.0 yn nodi natur weladwy iawn adeilad ciwboid gwyn gwesty'r Premier Inn a tho gwyn a theils coch Roadking, lliw glas llachar y cae pêl-droed, lliwiau amrywiol Ystad Ddiwydiannol Penrhos a lliwiau llwyd golau'r gwaith Alwminiwm. Mae pob un o'r adeiladau hyn yn amlwg yn y dirwedd, yn hytrach nag integreiddio â hi, fel y dangosir yn y ffotograffau cysylltiedig. Mae waliau gwyn eiddo traddodiadol hefyd yn weladwy ac, i raddau llai, liw llwyd golau'r felin hanesyddol. Fodd bynnag, mae'n amlwg bod y toeau llechi yn tueddu i ymdoddi i'r dirwedd yn y cefndir.</p> <p>O gofio'r lleoliad yn yr AHNE, dylid ceisio integreiddio â'r dirwedd oddi amgylch, yn hytrach na chynyddu'r effaith weledol drwy ddewis lliwiau o adeiladau diwydiannol a masnachol presennol sydd eisoes yn cael effaith weledol. Mae Llywodraeth Cymru yn nodi y dylid ailystyried palet lliwiau'r toeau er mwyn adlewyrchu'r lliwiau a'r arlliwiau gwan yn y dirwedd a lleihau effeithiau gweledol yr adeiladau.</p> | <p>Asesiad o Liwiau Amgylcheddol</p> <p>Rhoddodd trafodaethau â Swyddog Tirweddau CNC gyfle da i ail-werthuso palet yr Asesiad o Liwiau Amgylcheddol. Ailymgynghorwyd â CNC ynghylch palet yr Asesiad o Liwiau Amgylcheddol a oedd o'r farn bod arlliwiau tywyll wedi'u diweddaru y toeau yn briodol, gyda chymysgedd o liwiau a lliwiau acen mwy llachar ar nodweddion megis drysau a ffenestri a lliwiau gwan ar rannau mwy sylweddol o adeiladau.</p> <p>Bu'n bosibl lleihau'r effaith ar dderbynyddion tirwedd a derbynyddion gweledol drwy fesurau dylunio a lliniaru megis defnyddio'r palet o'r Asesiad o Liwiau Amgylcheddol, lleihau a chylchfaeo uchderau adeiladau a seilwaith adeiledig, lleihau'r golau a gollir y tu allan i'r Ardal Ddatblygadwy a sefydlu lleiniau clustogi tirluniol. Mae hyn wedi sicrhau na fyddai unrhyw effeithiau sylweddol, yn enwedig wrth ystyried y cynllun yng nghyd-destun Ystad Ddiwydiannol Parc Cybi.</p> |
| <p>Systemau Draenio Dŵr Budr</p> <p>Fel y nodir yn ymateb Llywodraeth Cymru i'r ymgynghoriad ar 13/4/2021, mae Cylchlythyr 008/2018 Llywodraeth Cymru ar ddefnyddio systemau carthffosiaeth preifat mewn datblygiadau newydd ac, yn benodol, baragraffau 2.3-2.5, yn pwysleisio mai'r rhagdybiaeth gyntaf bob amser yw darparu system sy'n draenio dŵr budr i garthffos gyhoeddus.</p> <p>Er nad oes unrhyw wybodaeth wedi'i chynnwys yn y tabl Terfynau a Chyfyngiadau er mwyn cadarnhau y bydd y cynnig yn cysylltu â'r brif garthffos, mae Llywodraeth Cymru wedi cael gwybodaeth bellach (neges e-bost oddi wrth Richard Morris, 16/6/2021) sy'n cadarnhau y bydd y cynnig yn cysylltu dŵr budr domestig â'r brif garthffos. Nododd y neges e-bost hefyd y bydd dŵr gwastraff masnach (o'r ardaloedd archwilio) hefyd yn cysylltu â'r brif garthffos, oni fydd yr elfion yn methu profion am halogion pan gaiff yr elfion eu cludo i ffwrdd mewn tancer. Mae Llywodraeth Cymru yn nodi y dylid cofnodi'r wybodaeth a geir yn y neges e-bost yn y tabl Terfynau a Chyfyngiadau. Mae Llywodraeth Cymru yn edrych ymlaen at drafodaethau pellach â chi mewn perthynas â sicrhau mesurau lliniaru priodol yn y tabl Terfynau a Chyfyngiadau, cyn i chi fynd ymlaen i Gam C, fel y nodir yn ymateb Llywodraeth Cymru i'r ymgynghoriad ar 13/4/2021, Cylchlythyr 008/2018 Llywodraeth Cymru ar ddefnyddio systemau carthffosiaeth preifat mewn datblygiadau newydd ac, yn benodol, baragraffau 2.3-2.5, sy'n pwysleisio mai'r rhagdybiaeth gyntaf bob amser yw darparu system sy'n draenio dŵr budr.</p> | <p>Systemau Draenio Dŵr Budr</p> <p>Er bod pob ymdrech wedi'i wneud i gynnwys sylwadau rhanddeiliaid yn y gwaith dylunio a'r cynnig ar gyfer systemau draenio, nid oes angen gwneud unrhyw ddiwygiadau pellach i'r amlen gydsynio er mwyn cyfeirio at y systemau draenio. Y rheswm dros hyn yw nad yw'r cais ar gyfer systemau draenio yn rhan o broses y Gorchymyn Datblygu Arbennig a'i fod yn destun cais ar wahân i'r corff cymeradwyo systemau draenio cynaliadwy yn yr awdurdod cynllunio lleol, sef Cyngor Sir Ynys Môn. Gallai unrhyw benderfyniad gan Ynys Môn effeithio ar ddyluniad terfynol y systemau draenio.</p> <p>Ceir dolen i ganllawiau'r Corff Cymeradwyo Systemau Draenio Cynaliadwy yma: Corff cymeradwyo systemau draenio cynaliadwy (anglesey.gov.uk)</p> |
| <p>Gwastraff</p> <p>Mae Llywodraeth Cymru yn eich cyfeirio at y cyngor uchod (systemau draenio dŵr budr) mewn perthynas ag elfion gwastraff o'r datblygiad. Fel y nodir yn ymateb blaenorol Llywodraeth Cymru ar 13/4/2021, argymhellir y dylai'r datblygwr/gweithredwr fod yn ymwybodol o'r canlynol yn ystod y cam adeiladu/gweithredu:</p> <ul style="list-style-type: none">Tybir bod unrhyw wastraff a gynhyrchir o ganlyniad i adeiladu'r cyfleuster yn 'wastraff a reolir' a'i fod yn ddarostyngedig i ddeddfwriaeth y DU ynglŷn â gwastraff. Bydd angen anfon gwastraff a gynhyrchir o ganlyniad i adeiladu'r cyfleuster i safle â thrwydded amgylcheddol briodol gan ddefnyddio cludwr gwastraff cofrestredig. Bydd angen cadw cofnodion o symudiadau gwastraff am o leiaf ddwy flynedd ar ffurf nodiadau trosglwyddo gwastraff neu nodiadau llwythi gwastraff peryglus, yn dibynnu ar y math o wastraff.Tybir bod gwastraff a gynhyrchir o ganlyniad i weithredu'r cyfleuster hefyd yn wastraff a reolir a'i fod yn ddarostyngedig i ddeddfwriaeth y DU ynglŷn â gwastraff. Bydd angen i'r gweithredwr ymrwymo i ddilyn/gweithredu Canllawiau Technegol WM3 ar Ddosbarthu Gwastraff, 'canllawiau ar ddosbarthu ac asesu gwastraff', ar gyfer gwastraff a gynhyrchir o ganlyniad i weithredu'r cyfleuster. Bydd angen anfon gwastraff â'r cod gwastraff cywir i safle â thrwydded amgylcheddol briodol. Bydd angen cadw cofnodion o symudiadau gwastraff am o leiaf ddwy flynedd ar ffurf nodiadau trosglwyddo gwastraff neu nodiadau llwythi gwastraff peryglus, yn dibynnu ar y math o wastraff. | <p>Gwastraff</p> <p>Nodir y ddau bwynt a chânt eu dwyn i sylw Uned Gweithrediadau Safleoedd Rheoli Ffiniau Llywodraeth Cymru.</p> |

Ymgynghorai Crynodeb o'r Adborth a Gafwyd

Ymateb i'r Adborth a Gafwyd

| | | |
|-------------------------|--|---|
| | <p>Rhywogaethau Gwarchoddedig</p> <p>Yn ymateb Llywodraeth Cymru i'r ymgynghoriad dyddiedig 13/4/2021, nodwyd y dylech asesu effeithiau uniongyrchol ac anuniongyrchol ar rywogaethau gwarchoddedig yn ystod y cam adeiladu a'r cam gweithredu (gan gynnwys gwaith cynnal a chadw). Mae Llywodraeth Cymru hefyd wedi dweud y dylid nodi unrhyw fesurau lliniaru angenrheidiol.</p> <p>Mae Llywodraeth Cymru yn nodi bod arolygon wedi'u cynnal mewn perthynas â madfallod dŵr cribog a llygod dŵr. Yn y cyfarfod ar 16/6/2021, gwnaethoch nodi nad oedd unrhyw dystiolaeth o bresenoldeb y rhywogaethau gwarchoddedig hyn wedi'i chanfod. Fodd bynnag, mae Llywodraeth Cymru yn nodi nad yw'r adroddiad ar yr arolygon wedi'i gyhoeddi eto. Gall Llywodraeth Cymru roi cyngor pellach ar ôl iddi gael yr adroddiad ar yr arolygon o rywogaethau gwarchoddedig a gall roi cyngor ar unrhyw fesurau y byddai angen eu sicrhau yn y Tabl Cyfyngiadau mewn perthynas â rhywogaethau gwarchoddedig.</p> | <p>Rhywogaethau / Safleoedd Gwarchoddedig</p> <p>Dechreuodd trafodaethau â'r Swyddog Rhywogaethau ar 31/3/21, a ddylanwadodd ar y dull gweithredu a fabwysiadwyd ar gyfer arolygon DNA amgylcheddol a phresenoldeb/absenoldeb ar gyfer madfallod dŵr cribog. Gwnaed penderfyniad ar y cyd gan Mott MacDonald, CNC ac Ecolegydd Cyngor Sir Ynys Môn, na fyddid yn dibynnu ar ganlyniadau arolygon DNA amgylcheddol ond y byddent yn cael eu cynnal ar gyfer pob pwell o fewn 300m. Mabwysiadwyd dull cymesur o gwblhau arolygon presenoldeb/absenoldeb ar gyfer pyllau o fewn 250m. Ni chanfuwyd unrhyw fadfallod dŵr cribog. Fodd bynnag, gan ddilyn cyngor CNC, cofnodwyd canlyniadau negyddol ar COFNOD.</p> <p>Awgrymodd CNC y dylid dynodi ardal wlyptir y system ddraenio gynaliadwy er mwyn diogelu bywyd gwylt a chyfeiriodd at y ffaith y gallai fod angen monitro madfallod dŵr cribog yn y dyfodol at ddibenion cynnal a chadw'r system ddraenio gynaliadwy yn y dyfodol, gan fod madfallod dŵr cribog yn debygol o fod yn byw ynddi yn y dyfodol. Mae hyn wedi'i integreiddio yn nyluniad y system ddraenio. At hynny, caiff y pyllau a'r ardal wlyptir eu cofnodi ar COFNOD.</p> <p>Cafodd trafodaethau ynghylch rhywogaethau eraill sy'n debygol o fod ar y safle megis ymlusgiaid, ystumod, dyfrgwn a llygod dŵr eu trafod hefyd ac mae'r mesurau adeiladu a'r gwaith dylunio sensitif wedi'u hymgorffori yng nghyfyngiadau arfaethedig y Gorchymyn Datblygu Arbennig a'r Cynllun Rheoli Amgylcheddol Adeiladu.</p> <p>Caiff adroddiadau technegol allweddol eu cyhoeddi.</p> |
| | <p>Safleoedd Gwarchoddedig</p> <p>Mae Llywodraeth Cymru yn fodlon, ar yr amod y cydymffurfir â mesurau atal llygredd safonol, na chaiff y datblygiad unrhyw effeithiau andwyol ar unrhyw safle cadwraeth natur dynodedig.</p> | <p>Safleoedd Gwarchoddedig</p> <p>Darperir mesurau atal llygredd o'r dŵr wyneb ffo (sy'n draenio i'r ddaear a/neu'r cwrs dŵr presennol) gan y systemau draenio cynaliadwy, sy'n ffurfio cadwyn drin. Yn ogystal â'r broses lanhau a ddarperir gan gadwyn drin y systemau draenio cynaliadwy, mewn ardaloedd risg uchel, megis manau parcio cerbydau nwyddau trwm ac ail-lenwi â thanwydd, mae'r dŵr ffo yn mynd drwy wahanwyr cadw / blaengwrt llawn Dosbarth 1 er mwyn tynnu hydrocarbonau a siltiau cyn iddo ollwng i'r cwrs dŵr presennol, drwy'r basn crynhoi. Bwriedir i'r dulliau hyn reoli unrhyw berygl o lifogydd, naill ai ar y safle neu yn yr ardal leol, o ganlyniad i'r datblygiad.</p> |
| | <p>Bioamrywiaeth</p> <p>Yn yr ymateb blaenorol, nododd Llywodraeth Cymru y dylech nodi mesurau i reoli neu ddileu rhywogaethau goresgynnol neu eu rheoli yn yr hirdymor yn ystod y cam adeiladu a'r cam gweithredu. Nododd Llywodraeth Cymru hefyd y dylai manylion am fesurau bioddiogelwch sydd i'w rhoi ar waith yn ystod y cam gweithredu gynnwys yr anifeiliaid a'r planhigion a fydd yn destun archwiliadau ar safle'r cyfleuster.</p> <p>Mae Llywodraeth Cymru yn nodi nad oes unrhyw wybodaeth wedi'i darparu yn y tabl Terfynau a Chyfyngiadau sy'n dangos sut y caiff y mesurau bioddiogelwch hyn eu sicrhau. Argymhellir y dylid cynnwys ymrwymiad i gyflawni'r uchod mewn tabl wedi'i ddiweddarau. Gall Llywodraeth Cymru roi cyngor pellach cyn Cam C ar sut i ddrafftio geiriad addas er mwyn sicrhau'r mesurau hyn.</p> | <p>Bioamrywiaeth</p> <p>Nid yw Llywodraeth Cymru o'r farn ei bod yn hanfodol cynnwys mesurau rheoli bioddiogelwch ar gyfer rhywogaethau goresgynnol yn ystod camau adeiladu a gweithredu'r Safle Rheoli Ffiniau yn nhabl Cyfyngiadau'r Gorchymyn Datblygu Arbennig, gan y byddai'r mesurau angenrheidiol yn cael eu rhoi ar waith gan y contractwr a'r gweithredwr. Mae'r angen am fesurau bioddiogelwch yn ystod y cam adeiladu wedi'i gynnwys yn nogfennau tendro contractwyr, a gaiff eu rhoi ar waith drwy Gynllun Rheoli Amgylcheddol Adeiladu. Yn ystod y cam gweithredu, bydd bioddiogelwch yn elfen hanfodol o'r broses o redeg y Safle Rheoli Ffiniau, lle y byddai rhywogaethau estron a goresgynnol yn cael eu hynysu ac yr ymdrinnid â nhw yn briodol.</p> |
| <p>Land & Lakes</p> | <p>1. Dŵr Wyneb Ffo</p> <p>Mae Land and Lakes yn berchen ar dir i'r de-ddwyrain o Lain 9, Parc Cybi, gan gynnwys y cae o amgylch Siambr Gladdu Trefnath (Heneb). Ger ffin dde-ddwyrainiol y cae hwn, sy'n ffinio â choetir sydd hefyd yn eiddo i Lywodraeth Cymru, ceir cwrs dŵr Ger ffin ogledd-ddwyrainiol y cae hwn, ceir Gwibffordd yr A55. Mae'r cwrs dŵr hwn yn draenio i gwlfert a adeiladwyd o dan yr A55, sy'n gollwng dŵr drwy ffos a chwlfert arall islaw llinell y Rheilffordd Genedlaethol, i system dŵr wyneb â chwlfertau ar safle datblygu Orthios (sef hen safle toddi Anglesey Aluminium), gan ollwng yn y pen draw i'r môr ar draeth Penrhos.</p> <p>Yn flaenorol, comisiynodd Land and Lakes ymgynghorwyr i asesu'r system dŵr wyneb er mwyn deall risgiau sy'n gysylltiedig â gwaredu dŵr glaw i dir yng Nghae Glas. Nododd yr astudiaeth hon yr ardal o dir sy'n cael ei draenio gan y nant y cyfeiriwyd ati uchod, sy'n cynnwys ardal gyfan Llain 9 ym Mharc Cybi, fwy neu lai. (Mae Llywodraeth Cymru eisoes wedi darparu cynlluniau o'r system dŵr wyneb a dynnwyd o'r asesiad, a gyhoeddir yn llawn os byddant yn ddefnyddiol, ar gais.)</p> <p>Pryder Llywodraeth Cymru ynghylch y mater hwn yw bod capasiti'r cwrs dŵr hwn wedi'i gyfyngu i gapasiti'r system â chwlfertau sy'n gollwng o dir Llywodraeth Cymru. Mae cynigion datblygu wedi'u cyfyngu i ddŵr ffo 'maes glas', sy'n gofyn am fesurau arafu ar y safle er mwyn rheoli cyfnodau o lifogydd a lleihau dŵr ffo o adeiladau a lleiniau caled. Mae'n rhaid i Lywodraeth Cymru ofyn am i gyfyngiadau tebyg gael eu cynnig a'u cymhwyso at system dŵr wyneb Llain 9, gan y bydd cryn nifer o leiniau caled ac olion troed adeiladau ar y safle hwn nad yw wedi'i ddatblygu ar hyn o bryd, yn ôl pob tebyg, a fydd yn cyflymu llif dŵr wyneb ffo o'r safle cyfan.</p> <p>Mae Mr Gradwell wedi rhoi sicrwydd mewn perthynas â'r mater hwn. Fodd bynnag, gofynnir am i wybodaeth ddiagonol gael ei darparu, gan gynnwys cyfrifiadau, er mwyn cadarnhau na fydd y cynnig i ddatblygu Llain 9 yn cynyddu dŵr wyneb ffo o'r lefel bresennol.</p> | <p>1. Dŵr Wyneb Ffo</p> <p>Caiff y dŵr wyneb ffo o'r datblygiad arfaethedig ar Lain 9 ei reoli drwy gyfres o nodweddion Systemau Draenio Cynaliadwy. Cynigir y dylid cynaeafu dŵr glaw er mwyn aildefnyddio'r dŵr o doeau, gan leihau faint o ddŵr ffo sy'n llifo o'r safle a'r defnydd o ddŵr o'r prif gyflenwad. Cynigir y dylai cymaint o ddŵr wyneb ffo â phosibl gael ei gludo gan systemau draenio cynaliadwy ar wyneb y ddaear, gan gynnwys lleiniau hidlo, pantiau, draeniau hidlo, basn crynhoi a phalmentydd athraidd. Er bod y cyfraddau ymdreiddio ar y safle yn wael, bydd y systemau draenio cynaliadwy yn ei gwneud yn bosibl i rywfaint o ddŵr ymdreiddio i'r ddaear ond gyda llif y rhan fwyaf o'r dŵr wyneb yn cael ei arafu yn y basn crynhoi. Bydd llifau o'r basn crynhoi yn gollwng i'r cwrs dŵr presennol ond fe'u cyfyngir i gyfradd dŵr ffo Maes glas ar gyfer y safle ac mae'r basn crynhoi yn ddigon mawr i ddarparu ar gyfer y digwyddiad storm 1 mewn 100 mlynedd ynghyd â newid o 30% yn yr hinsawdd.</p> <p>Darperir mesurau atal llygredd o'r dŵr wyneb ffo (sy'n draenio i'r ddaear a/neu'r cwrs dŵr presennol) gan y systemau draenio cynaliadwy, sy'n ffurfio cadwyn drin. Yn ogystal â'r broses lanhau a ddarperir gan gadwyn drin y systemau draenio cynaliadwy, mewn ardaloedd risg uchel, megis manau parcio cerbydau nwyddau trwm ac ail-lenwi â thanwydd, mae'r dŵr ffo yn mynd drwy wahanwyr cadw / blaengwrt llawn Dosbarth 1 er mwyn tynnu hydrocarbonau a siltiau cyn iddo ollwng i'r cwrs dŵr presennol, drwy'r basn crynhoi.</p> <p>Yn dilyn cyfarfodydd cychwynnol i drafod cynigion y cynllun, mae dogfen cyn ymgeisio wedi cael ei llunio a'i chyflwyno i gorff cymeradwyo systemau draenio cynaliadwy Cyngor Sir Ynys Môn. Cyflwynodd y ddogfen cyn ymgeisio wybodaeth o ddyluniad Cam 2 RIBA. Ymateb y corff cymeradwyo systemau draenio cynaliadwy y byddai'n cefnogi'r cynigion ar gyfer systemau draenio yn y ddogfen cyn ymgeisio a gyflwynwyd, petaent yn cael eu cyflwyno fel cais ffurfiol llawn. Caiff y cais llawn i'r corff cymeradwyo systemau draenio cynaliadwy ei gwblhau a'i gyflwyno yn ystod dyluniad manwl Cam 4 RIBA</p> <p>Caiff cynlluniau o systemau draenio arfaethedig a chyfrifiadau cysylltiedig o ddyluniad Cam 3 RIBA eu rhannu ar ôl i'r cam gael ei gwblhau. Caiff y cynigion terfynol eu rhannu ar ôl i ddyluniad manwl Cam 4 RIBA gael ei gwblhau.</p> |
| | <p>2. Effaith Weledol</p> | <p>2. Effaith Weledol</p> |

Ymgynghorai Crynodeb o'r Adborth a Gafwyd

| | | |
|---|---|---|
| | <p>Fel y disgrifiwyd uchod, mae Llain 9 yn ffinio â'r llwybr a fydd yn gwasanaethu datblygiad llety hamdden Llywodraeth Cymru yng Nghae Glas, sydd wedi cael caniatâd cynllunio. Mae Llywodraeth Cymru yn nodi'r bwriad i blannu sgrin ar hyd ffin Llain 9 er mwyn lleihau effaith weledol yr adeiladau a gweithrediad y Safle Rheoli Ffiniau. Mae a wnelo pryderon Llywodraeth Cymru ag amseriad y gwaith o blannu'r sgrin hon a sut y caiff ei chynnal a'i chadw yn y dyfodol. Byddai Llywodraeth Cymru yn disgwyl gweld cyfyngiadau yn y gymeradwyaeth a roddir i'r datblygiad i'w gwneud yn ofynnol i'r gwaith plannu sgrin ar hyd y ffin gael ei gyflawni fel cam rhagarweiniol o'r gwaith datblygu, er mwyn cynyddu dwysedd ac effaith y gwaith plannu hwn i'r eithaf pan ddechreuir defnyddio'r safle, ac i'r gwaith plannu hwn gael ei gynnal a'i gadw'n llawn, gan gynnwys unrhyw waith ailblannu, tra bydd y safle yn cael ei ddefnyddio (am byth) fel y Safle Rheoli Ffiniau.</p> <p>Mae daliad tir Llywodraeth Cymru yn cynnwys Siambr Gladdu Trefnath gerllaw, y bydd y defnydd arfaethedig o'r Llain yn effeithio ar ei lleoliad, fel y cydnabyddir yn yr asesiadau sydd wedi'u darparu. Ni ddylid diystyru'r heneb hon ac mae'n pwysleisio'r angen am y rhwymedigaethau uchod.</p> | <h3>Ymateb i'r Adborth a Gafwyd</h3> <p>Y flaenoriaeth yw bod y gwaith plannu tirlunio yn cael ei wneud ar ddechrau'r cynllun, er mwyn manteisio i'r eithaf ar fesurau sgrinio ychwanegol cyn gynted â phosibl. At hynny, bydd y gwaith o gynnal a rheoli'r cynefinoedd a'r gwaith plannu tirlunio yn yr hirdymor a gaiff ei ymgorffori yn y cynllun yn ddarostyngedig i un o Gyfyngiadau arfaethedig y Gorchymyn Datblygu Arbennig, a fydd yn ei gwneud yn ofynnol iddo gael ei gynnal dros oes y Safle Rheoli Ffiniau. Bydd hyn yn sicrhau y caiff ei sefydlu'n llwyddiannus.</p> <p>Rhoddydd sicrwydd na fydd y cynllun yn cael unrhyw effeithiau sylweddol ar Siambr Gladdu Trefnath a leolir y tu mewn i ffin Land and Lakes. Sicrhawyd hyn drwy fesurau a nodir isod. Mae'r fethodoleg asesu, y mesurau lliniaru a'r casgliadau wedi'u trafod â Cadw a Gwasanaeth Cynllunio Archaeolegol Gwynedd sy'n cytuno, os defnyddir y paramedrau hyn mewn unrhyw ddyluniad o'r Safle Rheoli Ffiniau yn y dyfodol, na fydd effeithiau andwyol y Safle Rheoli Ffiniau ar leoliadau'r henebion cofrestredig yn rhai sylweddol. Felly, ni ragwelir unrhyw effeithiau sylweddol ar y siambr gladdu.</p> <p>B1 – Uchafswm uchder adeiladau er mwyn lleihau'r effaith ar leoliad Siambr Gladdu Trefnath B2 – Osgoi brigiad creigiog, er mwyn lleihau effaith newidiadau ar leoliad asedau treftadaeth B3 – Ardal ddatblygadwy, er mwyn lleihau'r effaith ar leoliad Siambr Gladdu B4 – Ffensys/Dulliau Trin Ffiniau er mwyn sicrhau na fydd dyluniad ffensys yn negyddu mesurau lliniaru eraill a gynigir er mwyn lleihau'r effaith ar Siambr Gladdu Trefnath B5 – Gorffeniadau Ffuriau Adeiledig, er mwyn helpu i leihau unrhyw effeithiau gweledol andwyol a gaiff y datblygiad arfaethedig ar yr AHNE a chymeriad tirwedd yr ardal B.7 – Goleuadau, er mwyn lleihau effaith colli golau i'r ardal oddi amgylch B8 – Gwaith tirlunio, er mwyn helpu i guddio'r datblygiad rhag eiddo cyfagos O.7 – Cynnal a chadw'r safle yn yr hirdymor, er mwyn sicrhau y cynhelir gwaith tirlunio a mesurau sgrinio O.9 – Mynediad Brys, er mwyn cwtogi ar nifer y lleiniau caled newydd a gyflwynir i ardaloedd yn yr AHNE.</p> |
| | <h3>3. Llygredd Sŵn a Golau</h3> <p>Fel y cadarnheir gan ddogfennau'r cynigion a ddarparwyd, disgwylir i'r Safle Rheoli Ffiniau arfaethedig weithredu ddydd a nos, saith diwrnod yr wythnos. Felly, bydd yn ffynhonnell sŵn a golau artiffisial a fydd yn effeithio ar feddianwyr eiddo o amgylch y safle ac nad yw'n bodoli ar hyn o bryd.</p> <p>Mae Llywodraeth Cymru yn pryderu ynghylch yr effaith bosibl ar y prosiect hamdden sydd wedi cael caniatâd cynllunio. Mae Llywodraeth Cymru ar ddeall bod y materion hyn yn cael eu hystyried yn y cynigion datblygu ond byddai'n disgwyl i gyfyngiadau penodol gael eu gosod gyda'r gymeradwyaeth a roddir i'r datblygiad ynghylch y lefelau uchaf o sŵn a golau a ganiateir, gan adlewyrchu oriau gweithredu'r cyfleuster hwn.</p> | <h3>3. Llygredd Sŵn a Golau</h3> <p>Nod cyfyngiad arfaethedig ar oleuadau yw sicrhau bod coridorau tywyll o amgylch terfyn allanol y safle yn cael eu cynnal a bod colli golau yn cael ei gyfyngu i'r Ardal Ddatblygadwy +1m yn unig. Felly, ni fyddai unrhyw golli golau a fyddai'n cael effaith sylweddol ar unrhyw eiddo sy'n perthyn i Land and Lakes.</p> <p>Aseswyd effeithiau sŵn ac am fod derbynyddion preswyl wedi'u lleoli gerllaw'r safle (mae'r un agosaf 100m i'r de-orllewin), bydd angen cynnwys mesurau lleihau sŵn, a fydd, yn gwyno, yn cynnwys optimeiddio cynllun y Safle Rheoli Ffiniau er mwyn sicrhau y bydd adeiladau yn sgrinio gweithgareddau swnllyd ar y safle, rhwystr amsugol 100m ar hyd rhan ddeheuol yr Ardal Ddatblygadwy, cyfyngu ar redeg injans pan na fydd cerbydau nwyddau trwm yn symud, ddim mwy na 22 o gerbydau HGV i redeg ar gilfannau'r prif gyflenwad trydan a sicrhau bod sŵn o'r safle yn bodloni meini prawf BS4142 drwy waith dylunio. Mae pob un o'r mesurau hyn wedi'u cynnwys fel un o gyfyngiadau'r Gorchymyn Datblygu Arbennig.</p> |
| | <h3>4. Capasiti'r System Ffyrdd</h3> <p>Hefyd fel yr esboniwyd uchod, bwriedir i safle llety hamdden Llywodraeth Cymru yng Nghae Glas, sydd wedi cael caniatâd cynllunio, gael ei wasanaethu gan y rhwydwaith ffyrdd drwy Barc Cybi, er mwyn osgoi gorlwytho ffyrdd lleol. Mae Llywodraeth Cymru ar ddeall, ar sail dogfennau'r cynigion a ddarparwyd, y bydd y Safle Rheoli Ffiniau yn gwasanaethu hyd at 40 o gerbydau cludo nwyddau y dydd.</p> <p>Mae a wnelo pryder Llywodraeth Cymru yn hyn o beth â chynnydd pellach yn y defnydd a wneir o'r safle, a allai effeithio ar system ffyrdd Parc Cybi, a fyddai'n achosi oedi a tharfu ar y system ffyrdd, petai'n cael ei chau gan gerbydau cludo nwyddau sy'n aros. Rhoddid sicrwydd drwy gynnwys capasiti gweithredu uchaf a ganiateir ar gyfer y safle, fel cyfyngiad yn y gymeradwyaeth a roddir i'r datblygiad.</p> <p>Byddwn yn ddiolchgar pa gallech gadarnhau y bydd y materion hyn yn cael eu hystyried yn fanwl yn ystod yr asesiad pellach o'r cynnig i ddefnyddio Llain 9 fel hyn a gofynnaf am i Lywodraeth Cymru gael ei hysbysu am yr ystyriaethau canlyniadol yn y gymeradwyaeth a roddir i'r datblygiad, os caiff ei gymeradwyo.</p> | <p>Adolygodd y Datganiad am Drafnidiaeth yr Asesiad o Drafnidiaeth ar gyfer Prosiect Wylfa Newydd a ddangosodd fod gwaith dadansoddi traffig a wnaed ar gyfer Canolfan Logisteg arfaethedig yn awgrymu y gellid darparu ar gyfer cyfleuster cerbydau nwyddau trwm â chapasiti uwch o fewn cylchfan bresennol yr A55 heb unrhyw effeithiau andwyol ar y Rhwydwaith Prifffyrdd. Fel y nodir yn y Cais am Orchymyn Caniatâd Datblygu ar gyfer Wylfa, asesodd hyn ganolfan logisteg â galw fesul awr gan gerbydau nwyddau trwm sy'n cyfateb i 40 yr awr, sydd gryn dipyn yn uwch na'r Safle Rheoli Ffiniau arfaethedig (sef 26 y dydd, ar gyfartaledd).</p> <p>Nifer y cerbydau nwyddau trwm y gellid eu gorsafu ar Safle Rheoli Ffiniau Parc Cybi ar unrhyw adeg benodol fyddai hyd at 40. Ar gyfartaledd, disgwylid rhwng 25 a 30 o gerbydau nwyddau trwm ar y safle yn ystod unrhyw gyfnod o 24 awr.</p> <p>Mae tagfeydd traffig ar y ffordd leol wedi'u lliniaru drwy ddylunio'r Safle Rheoli Ffiniau yn y fath fodd fel bod y capasiti ar y safle ar gyfer cerbydau nwyddau trwm yn fwy na nifer y cerbydau nwyddau trwm a ddisgwylid ar adegau prysur. At hynny, ni chyfyngir ar gerbydau nwyddau trwm sy'n cyrraedd mynedfa'r Safle Rheoli Ffiniau am bellter byr cyn cyrraedd y glwyd ddiogelwch lle y caiff pob cerbyd ei stopio am amser byr sy'n ddigon hir i sicrhau bod y cerbyd yn bwriadu ymweld â'r safle. Wedyn, caiff cerbydau nwyddau trwm eu dal ar y safle mewn lonydd lle y cynhelir gwiriadau diogelwch arnynt cyn iddynt symud ymlaen i gael eu harchwilio.</p> <p>Yn y dyfodol, os bydd yr angen am fwy o waith datblygu ar y safle yn mynd y tu hwnt i'r hawliau datblygu a ganiateir y cytunwyd arnynt sy'n gysylltiedig â'r Gorchymyn Datblygu Arbennig neu os bydd Llywodraeth Cymru am geisio newid y defnydd a wneir o'r safle, bydd angen gwneud cais ar wahân o dan y Ddeddf Cynllunio Gwlad a Thref i Gyngor Sir Ynys Môn</p> |
| <p>Llywodraeth Cymru, yr Is-adran Rheoli'r Rhwydwaith</p> | <h3>Datganiad am Drafnidiaeth a'r Cynllun Teithio</h3> <p>1. Mae angen cynnal asesiad o Gyffordd 2 yr A55 er mwyn nodi pa effaith a gaiff y datblygiad arfaethedig ar y gyffordd. Bydd angen i'r asesiad hwn gynnwys yr holl ddatblygiadau presennol a'r holl geisiadau cynllunio a gymeradwywyd sy'n defnyddio Cyffordd 2. Dylid ei gynnal ar ddyddiad dechrau'r safle ac ar ddyddiad blwyddyn priodol yn y dyfodol er mwyn darparu ar gyfer lefelau traffig blwyddyn yn y</p> | <h3>1: Modelu Traffig</h3> <p>Fel y nodir yn y Cais am Orchymyn Caniatâd Datblygu ar gyfer Wylfa, asesodd hyn ganolfan logisteg â galw fesul awr gan gerbydau nwyddau trwm sy'n cyfateb i 40 yr awr, sydd gryn dipyn yn uwch na'r Safle Rheoli Ffiniau arfaethedig (sef 26 y dydd, ar gyfartaledd). Felly, nid ystyrir bod angen cynnal asesiad pellach mewn perthynas â Chyffordd 2 yr A55.</p> |

Ymgynghorai Crynodeb o'r Adborth a Gafwyd

Ymateb i'r Adborth a Gafwyd

| | | |
|-------------------------------------|--|--|
| | <p>dyfodol. Bydd angen i'r asesiad nodi paramedrau gweithio presennol Cyffordd 2 ac, os bydd angen, unrhyw bwyntiau sbarduno ar gyfer mesurau lliniaru y bydd angen eu rhoi ar waith, o bosibl, fel rhan o'r prosiect os canfyddir bod y gyffordd ar neu dros gapasiti.</p> <ol style="list-style-type: none"> 2. Asesiad uno ac ymwahanu i nodi'r effaith ar slipffyrdd a cherbyffyrdd prif linell. 3. Dylai'r Datganiad am Drafnidiaeth gyfeirio at y safleoedd amgylcheddol sy'n deillio o gontract dylunio, adeiladu, ariannu a gweithredu (DBFO) yr A55 ar draws Ynys Môn, y mae rhai ohonynt wedi'u lleoli'n agos at y safle arfaethedig ym Mharc Cybi. 4. Mae angen i'r Datganiad am Drafnidiaeth gynnwys cynllun rheoli argyfyngau neu ddigwyddiadau neu gyfeirio at gynllun o'r fath, gyda mewnbwn gan bob un o'r gwasanaethau golau glas. | <p>2/A/D: Asesiad Uno ac Ymwahanu</p> <p>Cynhaliwyd asesiad uno ac ymwahanu o Gyffordd 2 yr A55 fel rhan o'r Cais am Orchymyn Caniatâd Datblygu ar gyfer Wylfa ac, o ystyried y ffigurau llawer uwch ar gyfer y galw fel y'u nodir uchod a'r effeithiau bach iawn y dangoswyd y byddai hyn yn eu cael, nid ystyrir bod angen cynnal unrhyw asesiad pellach o nifer llawer llai o deithiau. Dylid hefyd nodi na ddisgwylir i gerbydau nwyddau trwm sy'n mynd i mewn i'r safle blatwnio oherwydd y gyfran isel iawn o gerbydau y bydd angen iddynt fynd i mewn i'r safle o bob fferi sy'n cyrraedd y porthladd a gan y byddent ar y rhwydwaith sut bynnag, gan ddargyfeirio i'r Safle Rheoli Ffiniau er mwyn cael eu harchwilio. Ni fydd y safle yn creu unrhyw deithiau newydd ar y rhwydwaith.</p> <p>3: Safleoedd Amgylcheddol / Asesiadau Amgylcheddol</p> <p>Nodwyd Pwynt 3 ond nid yw'r safleoedd amgylcheddol yn ffinio â'r safle arfaethedig ac mae traffig cerbydau nwyddau trwm eisoes ar yr A55 sut bynnag p'un a gaiff Safle Rheoli Ffiniau ei ddatblygu ai peidio, sy'n golygu ei bod yn annhebygol y bydd unrhyw newid perthnasol sylweddol mewn effeithiau amgylcheddol ar y safleoedd hyn.</p> <p>Lluniwyd Adroddiad Amgylcheddol sy'n cynnwys gwahanol asesiadau er mwyn helpu i ddrafftio Gorchymyn Datblygu Arbennig. Mae'r nodweddion canlynol yn fesurau lliniaru hanfodol er mwyn sicrhau na fydd unrhyw effeithiau amgylcheddol sylweddol fel y'u nodir ar gynllun Amlen Gydsynio'r Gorchymyn Datblygu Arbennig:</p> <ul style="list-style-type: none"> • Byddai un brif fynedfa/allanfa i'r cerbydau sy'n dod i'r safle. Dim ond i'w defnyddio mewn argyfwng y byddai mynedfeydd ac allanfeydd ychwanegol yn cael eu caniatáu a byddai angen eu hadeiladu gan ddefnyddio glaswellt atgyfnerthedig athraidd. • Byddai adeiladau a lleiniau caled yn cael eu cyfyngu i'r tir a nodwyd fel yr "Ardal Ddatblygadwy". Yn yr ardal hon, cyfyngid ar uchderau adeiladau a byddent yn cael eu rhannu'n dri pharth, 33m uwchlaw datwm ordnans, 28m uwchlaw datwm ordnans a 23m uwchlaw datwm ordnans. Ni fyddai unrhyw fath o waith datblygu yn digwydd yn yr ardal a ddisgrifir fel 'Brigiad Creigiog'. • Byddai angen rhoi mesurau lleihau sŵn ar waith ac mae lleoliad dangosol wedi'i nodi yn ardal ddatblygadwy'r safle. • Byddai'r bwnd tirluniol presennol gyda choed yn cael ei gadw ac ychwanegid ato. • Dylid plannu llain glustogi dirluniol 10m o led yn cynnwys cymysgedd o rywogaethau coed brodorol rhwng y bwnd presennol o goed a'r ardal ddatblygadwy er mwyn cuddio'r datblygiad mewn golygfeydd o'r safle o'r Gorllewin-Dde-Orllewin o dderbynyddion gweledol sensitif sy'n byw mewn eiddo preswyl cyfagos. Tua rhan ddwyreiniol y safle, bydd y llain glustogi dirluniol yn cynnwys dwy elfen linellol, un i'r de o'r brif ffordd fynediad a rhan arall yn gyfochrog â'r bwnd presennol â choed. Mewn unrhyw fan unigol, bydd y ddwy elfen, gyda'i gilydd, yn darparu llain glustogi dirluniol sydd o leiaf 10m o led. Caiff y bwnd tirluniol presennol ei gadw ac ychwanegir ato, a fydd yn cuddio'r datblygiad rywfaint yn ystod y cyfnod adeiladu ac ar ddechrau'r cyfnod gweithredu a nes i'r llain glustogi dirluniol ymsefydlu fel y nodir ar y lluniad o'r Amlen Gydsynio 100100943-MMD-PC-XX-DR-AR-0012. • Byddai pwll sy'n bodoli eisoes a leolir yng nghornel dde-ddwyreiniol y safle yn cael ei gadw. <p>4: Cynllun Rheoli Argyfyngau neu Ddigwyddiadau</p> <p>Nid yw'r cynllun hwn wedi'i ddatblygu eto ond bydd yn rhan o'r Cynllun Rheoli Gweithredol a gaiff ei ddatblygu cyn i'r safle ddechrau gweithredu ac mewn ymgynghoriad â'r gwasanaethau golau glas. Bydd Llywodraeth Cymru yn sicrhau bod eich adran yn cael ei chynnwys yn y broses o ddatblygu'r Cynllun Rheoli Gweithredol er mwyn sicrhau y mabwysiedir yr arferion gorau wrth ddatblygu gwahanol rannu'r cynllun.</p> |
| | <p>Sylwadau Ychwanegol</p> <p>Mae safle Llain 9 Parc Cybi yn sensitif iawn i lygredd sŵn, golau ac arogleuon a llygredd gweledol oherwydd lleoliad eiddo cyfagos. Rwy'n cymryd y caiff asesiadau priodol eu cynnal er mwyn nodi'r mesurau lliniaru mwyaf priodol, os bydd angen?</p> | <p>Cynhaliwyd yr asesiadau canlynol gan Lywodraeth Cymru wrth gefnogi'r cais arfaethedig hwn am Orchymyn Datblygu Arbennig:</p> <ul style="list-style-type: none"> • Adroddiad Amgylcheddol • Datganiad am Drafnidiaeth • Cynllun â Ffin Linell Goch • Taenlen Cyfyngiadau'r Gorchymyn Datblygu Arbennig • Cynllun o'r Amlen Gydsynio • Adroddiad Ymgynghori ac Ymgysylltu • Asesiad Rheoliadau Cynefinoedd <p>Ni fyddai'r defnydd arfaethedig o'r safle fel Safle Rheoli Ffiniau yn cael unrhyw effaith sylweddol ar ddatblygiadau hysbys o'i amgylch ac mae'n cydymffurfio â pholisi cynllunio cenedlaethol a lleol yn ddarostyngedig i nifer o derfynau a gaiff eu nodi yn y Gorchymyn Datblygu Arbennig arfaethedig. Daeth yr asesiad o'r effeithiau sylweddol tebygol posibl i'r casgliad na ragwelir unrhyw effeithiau amgylcheddol sylweddol yn ystod camau adeiladu a gweithredu'r datblygiad arfaethedig ac, felly, nid oes angen cynnal unrhyw asesiad pellach mewn perthynas â'r camau hyn.</p> |
| <p>Is-adran Rheoli'r Rhwydwaith</p> | <p>Mae'n rhaid i'r ymgeisydd ddarparu'r wybodaeth ganlynol i ategu'r cais hwn neu ailgyflwyno'r cais gyda'r manylion canlynol:</p> <ol style="list-style-type: none"> A. mae angen cynnal asesiad o gapasiti cyffordd 2 yr A55 er mwyn ailasesu effaith cerbydau nwyddau trwm ar y gyffordd gyda'r mater o gerbydau nwyddau trwm yn cael eu danfon i'r safle mewn platwn / confoi am eu bod wedi cyrraedd ar long. Hyd ciwiau sy'n ymestyn yn ôl i brif gerbyffordd yr A55 yw'r mater diogelwch allweddol y mae angen ei ddeall; | <p>A: Asesu Capasiti Cyffordd 2 yr A55</p> |

Ymgynghorai Crynodeb o'r Adborth a Gafwyd

Ymateb i'r Adborth a Gafwyd

| | | |
|-------------------------------------|---|---|
| <p>Llywodraeth Cymru</p> | <p>B. Mae angen ailasesu'r effaith ar Deithio Llesol / diogelwch cerddwyr wrth Gyffordd 2 o ganlyniad i gynnydd sylweddol yn nifer y cerbydau nwyddau trwm;</p> <p>C. Mae adran 2.6.1 yn nodi "Upon meeting the Interchange, there is a clear absence of pedestrian safety measures when crossing over the A55 toward Penrhos Industrial Estate as demonstrated in Figure 2.14, showing a 50mph speed limit immediately before the crossing point". Mae'r adran hon yn nodi nad oes unrhyw fesurau diogelwch ar waith ond bod croesfan nas rheolir. Dylid adolygu'r Datganiad am Drafnidiaeth a thynnu sylw at ardaloedd lle mae angen gwneud gwelliannau am resymau diogelwch oherwydd cynnydd yn nifer y symudiadau gan gerbydau nwyddau trwm neu'r ffaith nad oes unrhyw gyfleusterau i gerddwyr a/neu feicwyr. Mae'n rhaid i welliannau gyd-fynd â Deddf Teithio Llesol Cymru.</p> <p>D. Efallai y bydd angen adolygu'r Asesiad Risg ar gyfer Systemau Cyfyngu Ffyrdd (RRS RA), oherwydd newid yn lefel y traffig cerbydau nwyddau trwm, er mwyn penderfynu a oes angen uwchraddio'r ddarpariaeth o gwbl;</p> <p>E. Rhaid ehangu'r ardal adolygu Gwrthdrawiadau Traffig Ffyrdd er mwyn deall a oes unrhyw broblemau y mae angen tynnu sylw atynt ar ffyrdd dynesu i Gyffordd 2. Rhaid deall manylion gwrthdrawiadau traffig ffyrdd hefyd er mwyn i adolygiad llawn allu cael ei gwblhau h.y. a yw pob gwrthdrawiad traffig ffyrdd yr un peth neu a ydynt i gyd yn wahanol?</p> <p>F. Mae angen manylion am arwyddion cyfeiriadol dwyieithog, lle mae'r Gymraeg uwchben y Saesneg, rhwng y Rhwydwaith Ffyrdd Strategol a'r datblygiad arfaethedig ynghyd ag asesiad o'r effaith ar arwyddion presennol?</p> <p>G. Mae angen cadarnhad bod y Datganiad am Drafnidiaeth yn cyd-fynd â'r safonau gofynnol, yn arbennig: Deddf Teithio Llesol Cymru a Llwybr Newydd Strategaeth Drafnidiaeth Cymru</p> <p>H. Materion Cyngorol:</p> <p>i. Sut y byddai cerbyd nwyddau trwm neu gerbyd arall yn gallu mynd i mewn i'r safle, troi a gadael wrth yrru ymlaen os bydd y safle ar gau neu os na fydd angen i'r cerbyd fynd i mewn i'r safle?</p> <p>ii. Sut y bydd beicwyr yn mynd i mewn i'r safle o'r rhwydwaith beicio lleol? A yw ffens derfyn y safle tua chefn y palmant a sut mae hyn yn cyd-fynd â chanllawiau dylunio Teithio Llesol? A yw hyn yn effeithio ar ddodrefn stryd sydd eisoes ar y briffordd?</p> | <p>Fel y nodwyd yn y Cais am Orchymyn Caniatâd Datblygu ar gyfer Wylfa (rhif cyfeirnod yr Arolygiaeth Gynllunio EN010007, Mehefin 2018), asesodd hyn ganolfan logisteg â galw fesul awr gan gerbydau nwyddau trwm sy'n cyfateb i 40 yr awr, sydd gryn dipyn yn uwch na'r Safle Rheoli Ffiniau arfaethedig (sef 26 y dydd, ar gyfartaledd). Felly, nid ystyrir bod angen cynnal asesiad pellach mewn perthynas â Chyffordd 2 yr A55.</p> <p>B: Seilwaith Cerddwyr</p> <p>Adolygwyd seilwaith cerddwyr yng nghyffiniau'r Safle Rheoli Ffiniau yn helaeth yn y Datganiad am Drafnidiaeth a nodwyd bod seilwaith o ansawdd uchel eisoes ar gael yn y rhan fwyaf o leoliadau er mwyn hwylyso teithiau cerddwyr. Ystyrir ei bod yn dra annhebygol y bydd nifer sylweddol o gerddwyr yn defnyddio'r llwybr penodol hwn i'r Safle Rheoli Ffiniau. Felly, nid ystyrir bod angen uwchraddio unrhyw seilwaith cerddwyr yng nghyffiniau'r safle. O ystyried y nifer bach iawn o gerbydau nwyddau trwm y disgwyllir iddynt deithio i'r safle ac oddi yno gan ddefnyddio Cyffordd 2 yr A55, nid ystyrir bod hyn yn debygol o gael effaith sylweddol ar ddiogelwch cerddwyr yn y lleoliad hwn.</p> <p>C / E: Adolygiad o Wrthdrawiadau Traffig Ffyrdd</p> <p>Mae pob taith i'r Safle Rheoli Ffiniau arfaethedig eisoes yn defnyddio'r rhwydwaith priffyrdd rhwng Porthladd Caergybi a Chyffordd 2 yr A55. Ystyriwyd y llwybr o Gyffordd yr A55 i'r Safle Rheoli Ffiniau arfaethedig ac mae dwy ddamwain fach ar y slipffordd a dwy ddamwain ddifrifol ar y gylchfan. Nid yw'r rhain ar ffurf clystrau o ddamweiniau ac ym mhob damwain roedd cerbyd wedi gwrthdaro â cherbyd arall ac nid oeddent yn cynnwys unrhyw ddefnyddwyr ffyrdd agored i niwed.</p> <p>D: Asesiad Risg ar gyfer Systemau Cyfyngu Ffyrdd (RRS RA)</p> <p>O ystyried y nifer bach iawn o gerbydau nwyddau trwm sy'n defnyddio Cyffordd 2 yr A55 a'r ffaith na fydd unrhyw gynnydd yng nghyfanswm nifer y cerbydau nwyddau trwm ar y Rhwydwaith Ffyrdd Strategol, nid ystyrir bod angen adolygu'r systemau cyfyngu ffyrdd rhwng Porthladd Caergybi a'r safle.</p> <p>F: Arwyddion Dwyieithog</p> <p>Gall Llywodraeth Cymru gadarnhau bod y Datganiad am Drafnidiaeth wedi'i adolygu er mwyn sicrhau cydymffurfiaeth a'i fod yn cyfeirio at y safonau gofynnol gan gynnwys Deddf Teithio Llesol Cymru a Llwybr Newydd Strategaeth Drafnidiaeth Cymru.</p> <p>i: Gallu Cerbydau Nwyddau Trwm i Symud o fewn y Safle</p> <p>Darperir ardal droi cyn cyrraedd y porthdy fel y nodir ar yr Uwchgynllun o'r Safle.</p> <p>ii / iii: Integreiddio / Teithio Llesol</p> <p>O ran integreiddio â beicwyr a'r ffens derfyn yn cyd-fynd â chanllawiau dylunio Teithio Llesol, mae llwybr beicio a rennir yn rhedeg ar hyd ffordd feingefn Parc Cybi, gan roi mynediad i'r safle. Trafodwyd materion yn ymwneud â diogelwch ac integreiddio yn fanwl ag Adran Briffyrdd Cyngor Sir Ynys Môn a chadarnhawyd bod y llwybrau troed yn ddigon llydan i gerddwyr allu eu defnyddio'n ddiogel.</p> |
| <p>Stena Line and Irish Ferries</p> | <p>Rwy'n ateb ar ran Stena Line Ports a'r ddau weithredwr fferïau sy'n defnyddio Porthladd Caergybi, sef Irish Ferries a Stena Line (Ferries) yr wyf wedi anfon copi o'r ateb hwn atynt hefyd.</p> <p>Capasiti'r Safle Rheoli Ffiniau</p> <p>A yw'r cynllunwyr wedi modelu'r trwybwn rhagamcanol a bodloni eu hunain bod capasiti'r Safle Rheoli Ffiniau a'r trefniadau ar gyfer mynd i mewn i'r safle a'i adael yn ddigonol?</p> | <p>Capasiti'r Safle Rheoli Ffiniau</p> <p>Dadansoddodd Llywodraeth Cymru data manifest cyfyngedig 2019 a'u croeswiro â dadansoddiad a thybiaethau cynllunio Llywodraeth y DU. Mae llifau masnach i borthladdoedd yng Nghymru wedi lleihau'n sylweddol o gymharu â lefelau 2019 ac ni all Llywodraeth Cymru ragfynegi i ba raddau y bydd y fasnach hon yn dychwelyd. Mae Llywodraeth Cymru hefyd yn monitro'r trafodaethau ynghylch nwyddau sy'n dod o Ogledd Iwerddon ac yn aros am eglurhad pellach gan Lywodraeth y DU. Gallai hyn arwain at lai o reolaethau'r ffiniau ar nwyddau o'r fath. At hynny, mae swyddogion yn gweithio gyda Llywodraeth y DU i bennu'r union gyfran o wiriadau, yn seiliedig ar risg, y bydd angen eu cynnal ar gynhyrchion sy'n dod o'r UE. Bydd y gofyniad i fasnachwyr roi gwybod ymlaen llaw am eu mewnfornion i Brydain Fawr o fis Hydref ymlaen yn dechrau rhoi gwell dealltwriaeth i Lywodraeth Cymru o'r llifau masnach hyn a'r union nwyddau sy'n dod drwy'r wlad. Felly, er bod rhai pethau anhysbys yn y data manifest a allai gynyddu nifer y gwiriadau sydd eu hangen, mae ffactorau lleihaol sylweddol hefyd sy'n debygol o roi rhywfaint o gapasiti sbâr ar safleoedd rheoli ffiniau.</p> |
| | <p>Lleoedd Parcio Gorlif</p> <p>A oes angen lleoedd parcio ychwanegol neu lleoedd parcio gorlif?</p> | <p>Lleoedd Parcio Gorlif</p> <p>Er nad yw Llywodraeth Cymru wedi gwneud unrhyw waith modelu strategol, gwaith modelu cyffordd na gwaith modelu microefelychu, mae data symudiadau fferïau hanesyddol wedi'u defnyddio i ddatblygu dau senario ar gyfer cerbydau a archwiliir (trwybwn dyddiol cyfartalog a 85fed ganradd) a dau senario ar gyfer cerbydau staff (71% o staff yn cyrraedd mewn car preifat yn seiliedig ar ddata'r Cyfrifiad a phob aelod o staff yn cyrraedd mewn car preifat) sy'n cyrraedd ac yn gadael y Safle Rheoli Ffiniau ar ddiwrnod nodweddiadol.</p> <p>O ran yr effaith ar briffyrdd allanol, mae'r cyfnod o oriau prysuraf yn y senario gwaethaf, sef symudiadau traffig yn y 85fed ganradd a holl deithiau staff mewn cerbydau, yn arwain at 32 o gerbydau ysgafn ac un cerbyd nwyddau trwm yn gadael y safle rhwng 5pm a 6pm. Felly, ystyrir bod capasiti'r Safle Rheoli Ffiniau a'r rhwydwaith priffyrdd allanol yn ddigonol i ddarparu ar gyfer y symudiadau disgwylliedig hyn.</p> <p>O ran y galw am lleoedd parcio, mae'r cyfnod o oriau prysuraf yn y senario gwaethaf yn arwain at sefyllfa lle mae angen lleoedd parcio ar 64 o aelodau o staff gyda 74 o lleoedd parcio ar gael. Darperir 40 o lleoedd parcio i gerbydau nwyddau trwm ar y safle a disgwyllir hyd</p> |

Ymgynghorai **Crynodeb o'r Adborth a Gafwyd**

Ymateb i'r Adborth a Gafwyd

at 41 o gerbydau ar y safle yn ystod y dydd heb yr un cerbyd nwyddau trwm yn aros mwy na 3 awr. Felly, nid ystyrir bod angen unrhyw leoedd parcio ychwanegol na lleoedd parcio gorlif.

Bydd angen cyflwyno cais cynllunio arall ar gyfer unrhyw gynnydd mewn capasiti.

O ran monitro capasiti, caiff Uwchgynllun Amlinellol ei ddatblygu a fydd yn cynnwys cynlluniau ar gyfer monitro symudiadau cerbydau a pharcio ar y safle. O ystyried y nifer bach o symudiadau gan gerbydau nwyddau trwm a ddisgwyllir ar y safle, ni ragwelir unrhyw broblemau ond gellir rheoli hyn yn briodol ar y safle os bydd problemau yn codi, sy'n annhebygol o ddigwydd.

3.2 Ymatebion i'r ymgynghoriad gan sefydliadau eraill

Yn ogystal â'r ymatebion a grynhowyd uchod, mae Llywodraeth Cymru wedi cael cyfanswm o un ymateb gan sefydliadau nas nodwyd fel ymgynghoreion i ddechrau.

Ceir copïau o'r sylwadau a gafwyd gan sefydliadau nad ydynt yn ymgynghoreion yn **Atodiad C**.

Tabl 3.2: Ymatebion i'r ymgynghoriad gan sefydliadau eraill

| Sefydliad | Crynodeb o'r Ymatebion a Gafwyd | Yr Ymateb i'r Prosiect |
|--|--|---|
| Cymdeithas Trigolion a Thenantiaid Bae Trearddur | <p>Gwnaeth Cymdeithas Trigolion a Thenantiaid Bae Trearddur y sylwadau canlynol:</p> <ul style="list-style-type: none">Hwn yw'r safle gorau o ystyried y cyfyngiadau o ran maint a'r tir sydd ar gaelMae ymhell i ffwrdd oddi wrth yr ardal breswyl ac mae'n hawdd ei gyrraedd o'r A55.Mae'r brasgynlluniau cychwynnol o'r safle i'w gweld yn rhesymolA ellir gosod camerâu teledu cylch cyfyng (CCTC) a chamerau adnabod rhif cerbydau yn awtomatig (ANPR) ar y ffordd rhwng y safle a'r porthladd? (er mwyn dal unigolion sy'n taflu sbwriel) | <ul style="list-style-type: none">Nid oes unrhyw ofynion penodol o ran seilwaith er mwyn darparu ar gyfer dynodi'r Safle Rheoli Ffiniau. Mae'r safle wedi'i neilltuo yn y Cynllun Datblygu Lleol ar y Cyd a fabwysiadwyd. Gall Llain 9 ddarparu ar gyfer y datblygiad strategol hwn.Mae'r Datganiad am Drafnidiaeth yn nodi sut y gellid lleoli'r Cyfleuster Rheoli Ffiniau o fewn y gylchfan bresennol ar yr A55 heb unrhyw effeithiau andwyol ar y Rhwydwaith Priffyrdd. Mae'r cynigion sy'n ymwneud â gwaith tirlunio a lliniaru sŵn a golau yn ceisio osgoi unrhyw effeithiau amgylcheddol sylweddol andwyol ar drigolion lleol.Cyhoeddir dyluniadau cysyniadol manylach yn y diweddariadau cymunedol sydd ar fin cael eu llunio drwy www.inlandborderfacilities.ukBydd gweithredwyr safleoedd yn gweithio'n agos gyda rhanddeiliaid lleol er mwyn sicrhau y caiff ymddygiad gyrwyr ei fonitro ac yr ymdrinnir â chwynion yn amserol. |

3.3 Adborth a Gafwyd gan Rhanddeiliaid y Ffin Ymgynghori Linell Goch a Rhanddeiliaid Cymunedol Eraill

Fel y dangosir yn Ffigur 1.1, dewiswyd Ffin Ymgynghori Linell Goch er mwyn sicrhau bod perchenogion a meddianwyr perthnasol yn cael eu cynnwys yn y broses ymgynghori. Mae hyn yn cynnwys:

- perchenogion tir ger y safle; ac
- meddianwyr tir ger y safle, neu ffyrdd a gaiff eu defnyddio gan gerbydau yn teithio i'r safle ac oddi yno, y mae'r datblygiad yn debygol o effeithio arnynt.

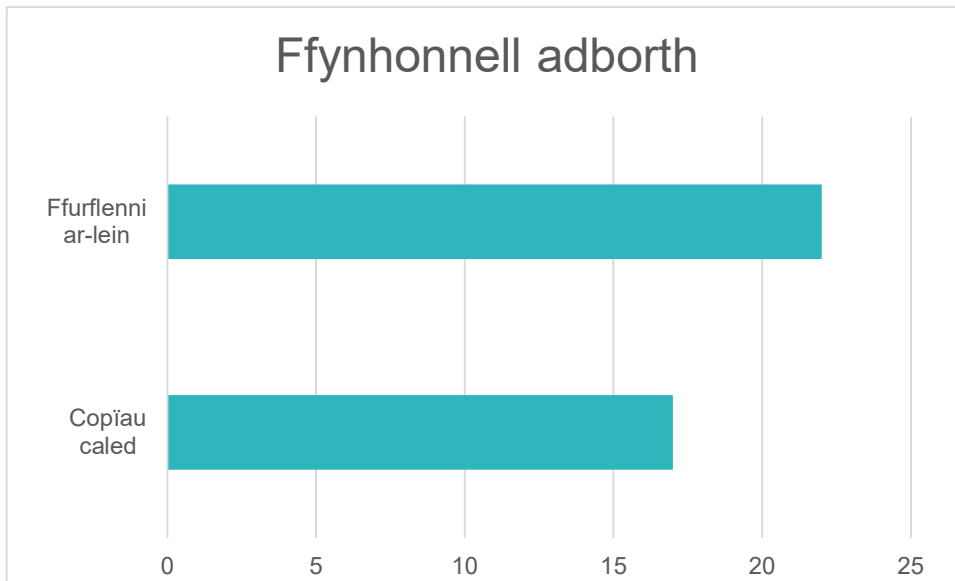
Ymgynghorwyd yn ffurfiol â pherchenogion a meddianwyr sydd wedi'u lleoli yn yr ardal am 21 diwrnod rhwng 24 Mawrth a 14 Ebrill 2021.

Cafodd Llywodraeth Cymru gyfanswm o 39 o ymatebion adborth gan rhanddeiliaid y Ffin Ymgynghori Linell Goch a rhanddeiliaid cymunedol eraill.

Ceir copïau o'r sylwadau a gafwyd gan Ymgynghoreion (rhanddeiliaid y Ffin Ymgynghori Linell Goch a rhanddeiliaid cymunedol eraill) yn **Atodiad D**.

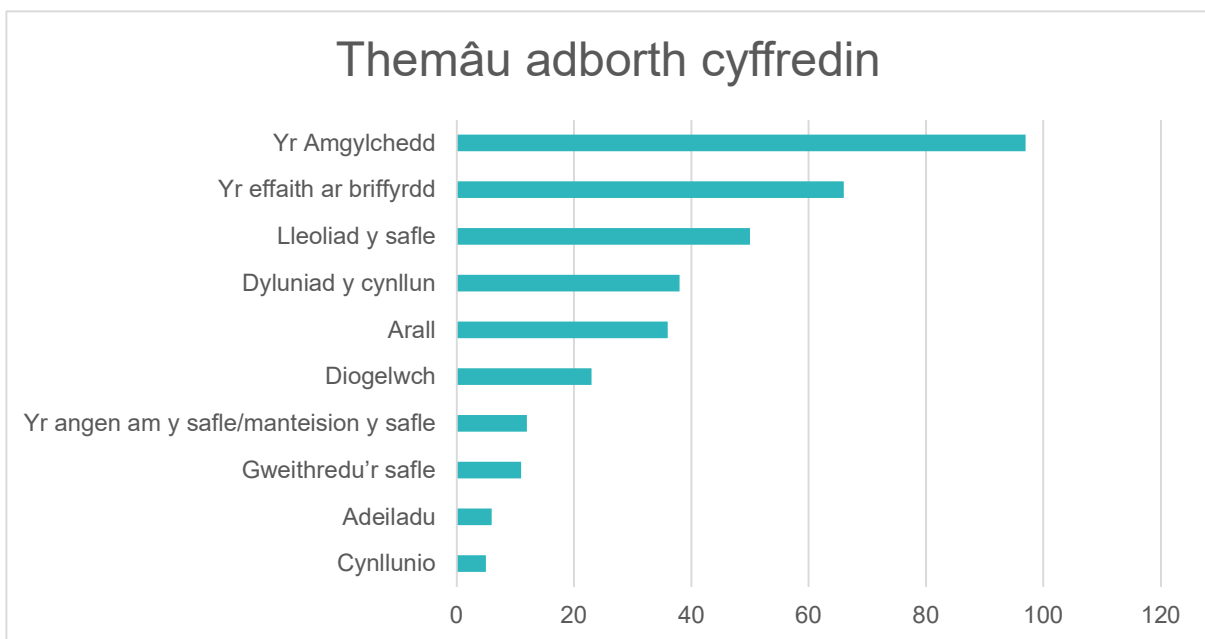
Ffigur 3.1 Mae Ffigur 3.1 isod yn crynhoi'r ffyrdd y cafwyd adborth ar y Safle Rheoli Ffiniau arfaethedig. Cafwyd y rhan fwyaf o'r ymatebion gan ddefnyddio'r cyfleuster adborth ar-lein ar y wefan www.inlandborderfacilities.uk:

Ffigur 3.1: Ffynonellau adborth



Crynoir y themâu mwyaf cyffredin a godwyd gan berchenogion a meddianwyr perthnasol ynghylch y Safle Rheoli Ffiniau arfaethedig yn y graff isod. Y themâu mwyaf cyffredin a ddewiswyd gan ymatebwyr oedd yr amgylchedd, yr effaith ar briffyrdd a lleoliad y safle.

Ffigur 3.2: Themâu adborth cyffredin



Mae'r themâu cyffredinol hyn wedi'u rhannu ymhellach i roi darlun mwy cynhwysfawr o'r adborth a gafwyd gan y cyhoedd. Dengys Tabl 3.3: Crynodeb o'r adborth gan gan ymatebwyr i'r ymgynghoriad cyhoeddus isod adborth trigolion wedi'i rannu'n themâu manylach ac ymatebion Llywodraeth Cymru.

Mae'r holl adborth a gafwyd gan ymatebwyr i'r ymgynghoriad cymunedol wedi'i adolygu gan Lywodraeth Cymru cyn y cyflwyniad cynllunio. Oherwydd y cwestiynau a ofynnwyd, bu'n bosibl i'r ymatebwyr godi sawl thema ym mhob ymateb. Felly, roedd y nifer o weithiau y codwyd rhai themâu yn fwy na chyfanswm yr ymatebwyr a gyflwynodd adborth.

Tabl 3.3: Crynodeb o'r adborth gan ymatebwyr i'r ymgynghoriad cyhoeddus

| Thema | Crynodeb o'r Adborth a Gafwyd | Nifer yr ymatebion i'r thema | Ymateb i'r Adborth a Gafwyd |
|---------------|------------------------------------|------------------------------|--|
| Yr amgylchedd | Llygredd sŵn | 18 | <p>Caiff gyrwyr yr holl gerbydau nwyddau trwm sy'n mynd i'r safle eu cyfarwyddo i ddiffodd eu peiriannau tra byddant wedi'u parcio neu'n cael eu harchwilio. Bydd hyn yn cynnwys unrhyw beiriannau a ddefnyddir i oeri ôl-gerbydau rheweddiedig. Mae Cyfyngiadau'r Gorchymyn Datblygu Arbennig yn cynnig y dylid cynnwys ffens acwstig yn y dyluniad er mwyn lleihau lefelau sŵn o'r safle. Fodd bynnag, mae cynllun y safle wedi'i optimeiddio er mwyn sicrhau y caiff gweithgareddau swllyd ar y safle eu sgrinio gan yr adeiladau newydd. Bydd ôl-gerbydau rheweddiedig y mae angen cymorth arnynt i gadw eu llwyth yn oer yn gallu cysylltu â chyflenwad trydan a chyfyngir ar nifer y fath ôl-gerbydau er mwyn sicrhau na fydd unrhyw effeithiau sylweddol oherwydd sŵn. Mae'r safle wedi'i gynllunio fel system unffordd am resymau diogelwch ac er mwyn cwtogi hyd yr eithaf ar nifer y symudiadau gan gerbydau nwyddau trwm.</p> <p>Defnyddir mesurau adeiladu arfer gorau yn ystod y cam adeiladu. Er enghraifft, cynhelir y gweithgareddau mwyaf swllyd yn ystod y dydd yn unig a bydd golau dros dro gyda'r nos ar lefel isel ac yn gyfeiriol a bydd y goleuadau dan gwcwll. At hynny, caiff Cynllun Rheoli Amgylcheddol Adeiladu (CEMP) ei roi ar waith gan y contractwr yn ystod y cam adeiladu, a fydd yn sicrhau bod holl staff y safle yn cydymffurfio â therfynau sŵn, golau a dirgryndod, arferion gorau ac oriau gwaith adeiladu (sydd wedi'u cynnwys fel terfyn arfaethedig ar Daenlen Cyfyngiadau'r Gorchymyn Datblygu Arbennig). At hynny, bydd cytundeb Adran 61 â Swyddog Iechyd yr Amgylchedd yr Awdurdodau Lleol, a fydd yn pennu terfynau ar gyfer sŵn a dirgryndod, ar waith cyn i'r gwaith adeiladu ddechrau.</p> |
| | Llygredd golau | 16 | <p>Ystyrir bod y safle cyfan yn ardal waith ac, felly, o dan reoliadau iechyd a diogelwch, rhaid i'r safle gael ei oleuo i safon ofynnol er mwyn i gerbydau a cherddwyr allu symud yn ddiogel ar draws y safle.</p> <p>Yn dilyn trafodaethau â'r Swyddog Ecoleg yng Nghyngor Sir Ynys Môn, mireiniwyd terfyn arfaethedig y Gorchymyn Datblygu Arbennig ar gyfer goleuadau ymhellach, er mwyn sicrhau na fydd y cynllun yn 'colli golau' ar gynfynioedd a gadwyd na'r ardal ehangach (gan gynnwys yr AHNE). Ers hynny, mae'r cyfyngiad arfaethedig wedi'i fireinio er mwyn sicrhau y cyfyngir 'colli golau' i'r Ardal Ddatblygadwy + 1m yn unig.</p> <p>At hynny, dim ond pan fyddant yn symud o amgylch y safle y bydd gyrwyr cerbydau nwyddau trwm yn troi goleuadau eu cerbydau ymlaen. Bydd y bwnd a'r ffens acwstig a gynigir fel rhan o Amlen Gydsynio'r Gorchymyn Datblygu Arbennig a Chyfyngiadau'r Gorchymyn Datblygu Arbennig hefyd yn lliniaru effaith goleuadau'r cerbydau nwyddau trwm wrth iddynt symud ar draws y safle. Bydd y ffens acwstig a'r gwaith plannu hefyd yn sgrinio goleuadau'r cerbydau nwyddau trwm i ryw raddau wrth iddynt symud ar draws y safle.</p> |
| | Ansawdd aer / llygredd / arogleuon | 14 | <p>Yn dilyn trafodaethau â rhanddeiliaid allweddol, cafodd effeithiau ar ansawdd aer ar gyfer llifau traffig adeiladu a gweithredu eu sgrinio yn erbyn y meini prawf asesu a nodir yn y Llawlyfr Dylunio Ffyrdd a Phontydd, 'Sustainability and Environment Appraisal Air Quality (DMRB LA 105)'. Ni ragwelir unrhyw effeithiau sylweddol ar ansawdd aer lle nad yw newidiadau amcangyfrifedig mewn llifau traffig yn fwy na meini prawf sgrinio DMRB LA 105. Dangosodd adolygiad o symudiadau cerbydau ar gyfer y cam adeiladu (senario gwaethaf o hyd at 100 o gerbydau nwyddau trwm y dydd) a'r cam gweithredu (senario gwaethaf o hyd at 42 o gerbydau nwyddau trwm mewn cyfnod o 24 awr) nad oedd llifau traffig yn fwy na meini prawf sgrinio DMRB LA 105. Ar y sail hon, ni ddisgwyllir i'r cynnydd mewn traffig sy'n gysylltiedig â'r cynllun gael effeithiau sylweddol ar ansawdd aer yn ystod y cam adeiladu na'r cam gweithredu.</p> |
| | Ecoleg | 13 | <p>Byddai'r mwyafrif o'r llystyfiant presennol yn cael ei gadw ac ychwanegid atynt, fel y cynigir yng Nghyfyngiadau'r Gorchymyn Datblygu Arbennig. Yng nghornel dde-ddwyreiniol y safle y mae'r rhan fwyaf o'r llystyfiant y byddai angen ei gollu er mwyn darparu ar gyfer allanfa argyfwng a rhai meysydd parcio. Byddai'r ardal hon yn defnyddio cynifer o nodweddion meddal â phosibl, megis glaswellt atgyfnerthedig athraidd ar gyfer y ffyrdd a'r llwybrau troed a bydd yn ymgorffori gwaith plannu ychwanegol er mwyn diogelu golygfeydd o'r siambr gladdu. Er y caiff rhywfaint o laswelltir ger y pwl arafu presennol ei gollu, caiff ei ddatblygu fel rhan o'r Systemau Draenio Cynaliadwy. Mae systemau draenio cynaliadwy yn atebion draenio sy'n cynnig dewis amgen yn lle sianelu dŵr wyneb yn uniongyrchol drwy rwydwaith o bibellau a</p> |

| Thema | Crynodeb o'r Adborth a Gafwyd | Nifer yr ymatebion i'r thema | Ymateb i'r Adborth a Gafwyd |
|-------|--|------------------------------|--|
| | | | <p>charthfossydd i gyrsiau dŵr cyfagos. Yn yr achos hwn, mae systemau draenio cynaliadwy arfaethedig Llywodraeth Cymru yn cael eu dylunio er mwyn diogelu bywyd gwylt a byddant yn darparu cynefin ychwanegol i fadfallod dŵr cribog, ymlusgiaid, amffibiaid ac infertebratau yn ogystal ag adnodd fforio i ystlumod ac, i raddau llai, ddyfrgwn yn yr ardal leol, ar ôl iddynt ymsefydlu. Caiff cynefinoedd yr ystyrir eu bod yn Bwysig lawn o dan Atodlen 7 i Ddeddf yr Amgylchedd (Cymru) 2016 (brigiadau creigiog, y pwll arafu presennol a glaswelltir heb ei wella sy'n ffinio â llac) eu dynodi'n glir i'w cadw a'u gwarchod yn ystod y cam adeiladu. Mae Cyfyngiadau'r Gorchymyn Datblygu Arbennig yn cynnig y byddai goleuadau yn cael eu dylunio er mwyn sicrhau na fydd colli golau yn effeithio ar y coridorau tywyll o amgylch y safle, gan leihau'r effeithiau ar ystlumod a thylluanod gwynion sy'n fforio ac yn cymudo.</p> |
| | | | <p>Mae arolygon ecolegol wedi'u cwblhau a oedd yn cynnwys arolwg Ar Droed Cam 1 ac arolwg o Fadfallod Dŵr Cribog. Roedd yr arolwg Cam 1 yn cynnwys mapio cynefinoedd y safle a'r potensial i gynnal rhywogaethau nodedig a gwarchoddedig. Defnyddiwyd canlyniadau'r arolwg hwn i optimeiddio dyluniad y safle er mwyn osgoi cynefinoedd pwysig (megis y Brigiad Creigiog sy'n cynnwys rhywogaethau botanegol prin). Cynhaliwyd arolygon o fadfallod dŵr cribog rhwng mis Ebrill a diwedd mis Mai 2021. Roedd y rhain yn cynnwys arolygon presenoldeb/absenoldeb ac arolygon samplu DNA amgylcheddol o bob pwll hygyrch o fewn 300m. Cytunwyd ar fethodoleg yr arolygon hyn â CNC a'r Swyddog Ecoleg yng Nghyngor Sir Ynys Môn. Cadarnhaodd canlyniadau'r arolygon ei bod yn debygol nad oedd unrhyw fadfallod dŵr cribog ar y safle. Pan fo'u hangen, mae pob arolwg, trwydded a datganiad dull priodol angenrheidiol yn benodol ofynnol drwy derfyn arfaethedig yng Nghyfyngiadau'r Gorchymyn Datblygu Arbennig.</p> |
| | Yr effaith weledol | 11 | <p>Cynigir y dylai lleoliad adeiladau, yr ardal ddatblygadwy ac uchafswm maint adeiladau gael eu rheoli gan gynllun Amlen Gydsynio'r Gorchymyn Datblygu Arbennig a Chyfyngiadau'r Gorchymyn Datblygu Arbennig. Y flaenoriaeth yw bod y gwaith plannu tirlunio yn cael ei wneud ar ddechrau'r cynllun, er mwyn manteisio i'r eithaf ar fesurau sgrinio ychwanegol cyn gynted â phosibl. At hynny, bydd y gwaith o gynnal a rheoli'r cynefinoedd a'r gwaith plannu tirlunio yn yr hirdymor a gaiff ei ymgorffori yn y cynllun yn ddarostyngedig i un o derfynau arfaethedig y Gorchymyn Datblygu Arbennig, a fydd yn ei gwneud yn ofynnol iddo gael ei gynnal dros oes y Safle Rheoli Ffiniau. Mae adeiladau ar y safle wedi'u cynllunio i ymdoddi i'r dirwedd o amgylchedd y safle a lleihau'r effaith weledol. Mae trafodaethau â rhanddeiliaid allweddol megis Cyfoeth Naturiol Cymru, Cadw, Cyngor Sir Ynys Môn ac Ymddiriedolaeth Archeolegol Gwynedd wedi ein helpu i optimeiddio dyluniad y cynllun. Roedd y trafodaethau hyn yn gyfle da i ail-werthuso lliw/palet yr adeiladau arfaethedig a materion eraill megis uchder adeiladau a gwaith tirlunio arfaethedig. Mae gwelliannau i'r dyluniad oherwydd y trafodaethau hyn yn cynnwys:</p> <ul style="list-style-type: none"> • Newidiwyd lliw toeau'r adeiladau o liwiau mwy tywyll i liwiau mwy golau, yn unol â'r ardal o amgylch y safle • Cyflwynwyd cymysgedd o liwiau a lliwiau acen mwy llachar ar nodweddion megis drysau a ffenestri a lliwiau gwan ar rannau mwy sylweddol o adeiladau • Lleihau a chylchfaeo uchderau adeiladau a seilwaith adeiledig • Lleihau faint o olau a gollir y tu allan i'r Ardal Ddatblygadwy • Llain glustogi dirlunio ychwanegol (o leiaf 1m o led) ar hyd ffin ddeheuol y safle • Cadw'r llystyfiant presennol ar hyd y ffin ac ychwanegu ato |
| | Mae pryderon archaeolegol yn cynnwys yr effaith ar y siambr gladdu | 11 | <p>Drwy ddylunio y cynllun, yn dilyn trafodaethau â rhanddeiliaid allweddol, bu'n bosibl i Lywodraeth Cymru roi mesurau dylunio a lliniaru ar waith yr oedd pob parti o'r farn eu bod yn ddigonol i atal unrhyw effeithiau sylweddol ar dreftadaeth adeiledig ac asedau archaeolegol. Mae'r rhain wedi'u dogfennu yn Amlen Gydsynio'r Gorchymyn Datblygu Arbennig a'r cyfyngiadau arfaethedig. Roedd hyn yn cynnwys Siambr Gladdu Trefnath. Roedd mesurau i leihau'r effaith ar y siambr gladdu yn cynnwys pennu derfynau ar gyfer uchder adeiladau, lliwio adeiladau a ffensys, meddalau elfennau adeiledig drwy waith plannu o fewn golygfan y siambr gladdu, optimeiddio'r dyluniad yn y gornel ogledd-orllewinol drwy ddefnyddio glaswellt atgyfnerthedig athraidd yn hytrach na choncrit a symud strwythurau nad oeddent yn hanfodol o'r ardal. Roedd gwaith cloddio blaenorol wedi ymchwilio'n llawn i olion archaeolegol ar y safle ac, felly, nid oedd unrhyw bosiblwydd y byddai olion</p> |

| Thema | Crynodeb o'r Adborth a Gafwyd | Nifer yr ymatebion i'r thema | Ymateb i'r Adborth a Gafwyd |
|-------------------------|---|------------------------------|---|
| | | | archeolegol claddedig yn cael eu difrodi yn ystod cam adeiladu'r Safle Rheoli Ffiniau. Cadarnhawyd hyn drwy ymgynghori â'r ymddiriedolaeth archaeolegol leol. |
| | Effeithlonrwydd ynni | 2 | Bydd gan y Safle Rheoli Ffiniau radd ardderchog BREEAM a bydd yn cynnwys adeiladau ag U-werthoedd 'Da', paneli solar ffotofoltäig, cyfarpar effeithlon a chyfleuster cynhyrchu ynni adnewyddadwy ar y safle a darperir pwyntiau gwefru cerbydau trydan ar y safle. Dim ond os bydd yn cael sgôr o 85% neu'n uwch y gall adeilad gael gradd Eithriadol BREEAM. Mae hyn yn ystyried yr effeithlonrwydd ynni, pa mor gynaliadwy y cafodd ei adeiladu a pha mor dda y bydd yn ymateb i anghenion defnyddwyr. |
| Yr Effaith ar Briffyrdd | Mwy o draffig | 18 | Rhagwelir y bydd rhwng 25 a 30 o gerbydau newydd trwm yn dod i'r Safle Rheoli Ffiniau bob dydd, sy'n gyfran fach o'r cerbydau nwyddau trwm sy'n cyrraedd ar y fferïau, ac ni fyddant yn cael fawr ddim effaith ar y rhwydwaith ffyrdd lleol. Ni fydd angen i bob cerbyd nwyddau trwm fynd i'r cyfleuster: dim ond cyfran o'r cerbydau nwyddau trwm. Mae gan y safle ei hun y capasiti a'r gallu cyffredinol i reoli hyd at 40 o gerbydau nwyddau trwm os caiff cerbydau eu dal ar y safle neu os bydd oedi cyn cwblhau'r archwiliad neu samplu llwyth. Mae'r capasiti ychwanegol yn caniatáu galluoedd brys petai cerbydau yn cael eu hatal rhag gadael y safle o ganlyniad i argyfwng allanol. Hefyd, bwriedir darparu lleoedd parcio ar wahân i staff ar gyfer hyd at 75 o gerbydau ar y safle er yr amcangyfrifir mai dim ond 25 o aelodau o staff a fyddai'n gweithio yno ar unrhyw adeg benodol. Yn ystod y cam adeiladu, ni fyddai nifer y cerbydau nwyddau trwm yn fwy na 100 y dydd, fel y nodir yng Nghyfyngiadau'r Gorchymyn Datblygu Arbennig. Ceid mynediad i'r safle drwy'r fynedfa bresennol. |
| | Mae pryder ynghylch cerbydau nwyddau trwm yn defnyddio llwybr un lôn/mynd i Fae Trearddur yn Lôn Trefignath | 12 | Bydd arwyddion ffordd amlwg yn cyfeirio cerbydau i'r safle o'r A55. Bydd arwyddion hefyd yn atal cerbydau nwyddau trwm rhag defnyddio'r ffordd un lôn tua Bae Trearddur o'r safle. |
| | Ffyrdd lleol | 10 | Nifer y cerbydau nwyddau trwm: Rhagwelir y bydd rhwng 25 a 30 o gerbydau newydd trwm yn dod i'r Safle Rheoli Ffiniau bob dydd, sy'n gyfran fach o'r cerbydau nwyddau trwm sy'n cyrraedd ar y fferïau. Ni fydd angen i bob cerbyd nwyddau trwm fynd i'r cyfleuster: dim ond cyfran o'r cerbydau nwyddau trwm. Mae gan y safle ei hun y capasiti a'r gallu cyffredinol i reoli hyd at 40 o gerbydau nwyddau trwm os caiff cerbydau eu dal ar y safle neu os bydd oedi cyn cwblhau'r archwiliad neu samplu llwyth. Mae'r capasiti ychwanegol yn caniatáu galluoedd brys petai cerbydau yn cael eu hatal rhag gadael y safle o ganlyniad i argyfwng allanol. Y llwybr i'r Safle Rheoli Ffiniau a diogelwch ar y ffyrdd: Cynlluniwyd y llwybr byr o'r A55 i'w ddefnyddio gan gerbydau nwyddau trwm ac at ddefnydd masnachol yn ardal Parc Cybi ac mae hen Arhosfan Loriau Roadking yn enghraifft o hyn. Cynlluniwyd y Safle Rheoli Ffiniau er mwyn sicrhau na fydd cerbydau nwyddau trwm yn ciwio wrth fynd i mewn i'r safle ond y cânt eu stacio ar y safle ar gyfer eu harchwiliadau diogelwch cyn cael eu symud i adeiladau'r Safle Rheoli Ffiniau. Mesuriadau'r gylchfan: Archwiliwyd dyluniad y gylchfan bresennol a nododd gwaith a wnaed i dracio'r cerbydau nwyddau trwm mwyaf a ganiateir ar ffyrdd y DU fod digon o le ar y gylchfan i gerbydau nwyddau trwm allu droi i mewn i'r safle. Ni chytunwyd eto ar y gofynion gweithredol a fydd yn sicrhau bod cerbydau yn ymweld â'r Safle Rheoli Ffiniau. Mae hyn hefyd yn ystyriaeth ar lefel y DU. |
| | Tagfeydd traffig | 9 | Mae effeithiau traffig ar y rhwydwaith ffyrdd lleol a'r rhwydwaith ffyrdd strategol yn cael eu hasesu a'u rheoli ar y cyd â phartion ymgysylltu lleol a chenedlaethol. Pan fydd y safle yn weithredol, mae'n bosibl y caiff effeithiau posibl traffig ar ffyrdd cyfagos a achosir gan gerbydau yn teithio i'r Safle Rheoli Ffiniau ac oddi yno eu monitro a'u cofnodi, os bydd angen. Fodd bynnag, mae nifer y cerbydau nwyddau trwm y bwriedir iddynt ddefnyddio'r safle yn fach ac ni fyddent yn cael fawr ddim effaith ar y rhwydwaith ffyrdd. |

| Thema | Crynodeb o'r Adborth a Gafwyd | Nifer yr ymatebion i'r thema | Ymateb i'r Adborth a Gafwyd |
|------------------|---|------------------------------|--|
| | Traffig ar hyd yr A55 | 6 | Mae effeithiau traffig ar y rhwydwaith ffyrdd lleol a'r rhwydwaith ffyrdd strategol yn cael eu hasesu a'u rheoli ar y cyd â phartïon ymgysylltu lleol a chenedlaethol. Pan fydd y safle yn weithredol, mae'n bosibl y caiff effeithiau posibl traffig ar ffyrdd cyfagos a achosir gan gerbydau yn teithio i'r Safle Rheoli Ffiniau ac oddi yno eu monitro a'u cofnodi, os bydd angen. Fodd bynnag, mae nifer y cerbydau nwyddau trwm y bwriedir iddynt ddefnyddio'r safle yn fach ac ni fyddent yn cael fawr ddim effaith ar y rhwydwaith ffyrdd. |
| | Pryderon ynghylch arwyddion | 4 | Bydd arwyddion ffordd amlwg yn cyfeirio cerbydau i'r safle o'r A55. Bydd arwyddion hefyd yn atal cerbydau nwyddau trwm rhag defnyddio'r ffordd un lôn tua Bae Trearddur o'r safle. |
| | Diogelwch ar y ffyrdd | 3 | Nid ystyrir y bydd nifer y cerbydau nwyddau trwm y disgwylir iddynt ddefnyddio'r Safle Rheoli Ffiniau arfaethedig yn cael effaith sylweddol ar ddiogelwch ar y ffyrdd yn y lleoliad hwn. |
| | Cerddwyr yn cymysgu â thraffig | 2 | Mae tagfeydd traffig ar y ffordd leol wedi'u lliniaru drwy ddylunio'r Safle Rheoli Ffiniau yn y fath fodd fel bod y capasiti ar y safle ar gyfer cerbydau nwyddau trwm yn fwy na nifer y cerbydau nwyddau trwm a ddisgwylid ar adegau prysur. At hynny, ni chyfyngir ar gerbydau nwyddau trwm sy'n cyrraedd mynedfa'r Safle Rheoli Ffiniau am bellter byr cyn cyrraedd y glwyd ddiogelwch lle y caiff pob cerbyd ei stopio am amser byr sy'n ddigon hir i sicrhau bod y cerbyd yn bwriadu ymweld â'r safle. Wedyn, caiff cerbydau nwyddau trwm eu dal ar y safle mewn lonydd lle y cynhelir gwiriadau diogelwch arnynt cyn iddynt symud ymlaen i gael eu harchwilio. Mae cryn dipyn o waith dylunio diogelwch wedi'i wneud ar gyfer y llwybr i'r Safle Rheoli Ffiniau (Lôn Trefnath). Mae ganddo lwybr troed â chyrbiau isel i gerddwyr ar ochr orllewinol y ffordd a llwybr troed/llwybr beicio cyfun â chyrbiau isel ar ochr ddwyreiniol y ffordd hon. |
| | Nid oes unrhyw bryderon ynghylch traffig gan y rhagwelir y bydd lefelau traffig yn isel. | 1 | Nid ystyrir y bydd nifer y cerbydau nwyddau trwm y disgwylir iddynt ddefnyddio'r Safle Rheoli Ffiniau arfaethedig yn cael effaith sylweddol ar gapasiti ffyrdd yn y lleoliad hwn. |
| | Cerbydau nwyddau trwm yn parcio ar ffyrdd lleol | 1 | Gall y safle ddal hyd at 40 o gerbydau nwyddau trwm ar unrhyw adeg benodol. Mae hyn yn cynnwys lonydd dal ar y safle i gadw traffig i ffwrdd oddi wrth y rhwydwaith ffyrdd lleol a thua 14 o leoedd parcio i gerbydau nwyddau trwm. Disgwylir rhwng 25 a 30 o gerbydau nwyddau trwm ar y safle bob dydd ar gyfartaledd ac, felly, mae nifer y lleoedd parcio a fydd yn cael eu darparu ar y safle yn fwy na phriodol. At hynny, mae lleoedd parcio ar wahân i staff. Ar hyn o bryd, mae'r llwybr cyfan o'r A55 i'r Safle Rheoli Ffiniau yn destun gorchymyn dim aros a ddynodir gan y ddwy linell felen. Bydd y gorchymyn hwn yn parhau i gael ei orfodi gan Gyngor Sir Ynys Môn er mwyn sicrhau yr ymdrinnir ag achosion o dorri'r gorchymyn yn briodol. O ran taflu sbwriel, fel gyda phob ffordd leol, cynhelir amserlen o waith codi sbwriel gan yr awdurdod priffyrdd lleol. Bydd Llywodraeth Cymru yn parhau i weithio gyda Chyngor Sir Ynys Môn i fonitro unrhyw achosion o daflu sbwriel ger y safle. |
| Lleoliad y safle | Dylid lleoli'r cynnig rywle arall e.e. yn y porthladd, llain arall ym Mharc Cybi neu'r gwaith Alwminiwm | 32 | Cynhaliwyd proses dewis safle er mwyn nodi'r safle mwyaf addas ar gyfer y Safle Rheoli Ffiniau. Y blaenoriaethau ar gyfer y broses dewis safle oedd sicrhau bod y safle yn agos at y porthladd, ei fod yn ddigon o faint i ddarparu ar gyfer y cyfleuster, ei fod ar gael i'w brynu ac y gellid ei ddatblygu'n gyflym. Yn y diwedd dewiswyd Parci Cybi gan ei fod yn un o'r safleoedd agosaf o faint addas a'i fod wedi'i neilltuo ar gyfer defnydd cyflogaeth yn y Cynllun Lleol, gan fod cynllun o faint tebyg ar y safle wedi cael caniatâd cynllunio yn flaenorol (19C842A/EIA) ac am fod y safle eisoes yn eiddo i Lywodraeth Cymru ac, felly, ei fod yn perir' risg leiaf yn fasnachol |
| | Agosrwydd at eiddo lleol | 8 | Mae Llain 9 wedi'i neilltuo ar gyfer defnydd cyflogaeth yn y Cynllun Lleol ac, felly, ni fydd datblygu'r safle fel Safle Rheoli Ffiniau yn mynd yn groes i'r cynlluniau datblygu ar gyfer yr ardal Mae'r safle wedi'i gynllunio er mwyn lleihau'r effaith ar drigolion lleol cymaint â phosibl. Mae gweithrediadau sy'n debygol o greu'r lefelau uchaf o sŵn wedi'u lleoli mor bell â phosibl o'r eiddo presennol ac mae Cyfyngiadau'r Gorchymyn |

| Thema | Crynodeb o'r Adborth a Gafwyd | Nifer yr ymatebion i'r thema | Ymateb i'r Adborth a Gafwyd |
|--------------------|---|------------------------------|--|
| | | | Datblygu Arbennig yn cynnig y dylid gosod ffens acwstig hefyd. Mae mesurau lleihau golau wedi'u cynnig er mwyn sicrhau bod goleuadau yn gyfeiriol ac o dan gwcwll. Caiff llain glustogi dirluniol a fydd o leiaf 10m o led ei phlannu â chymysgedd o rywogaethau coed brodorol rhwng y bwnd presennol o goed a'r ardal ddatblygadwy er mwyn cuddio'r datblygiad mewn golygfeydd o'r Gorllewin-Dde-Orllewin o dderbynyddion gweledol sensitif sy'n byw mewn eiddo preswyl cyfagos. Tua rhan ddwyreiniol y safle, bydd y llain glustogi dirluniol yn cynnwys dwy elfen linellol, un i'r de o'r brif ffordd fynediad a rhan arall yn gyfochrog â'r bwnd presennol â choed. Mewn unrhyw fan unigol, bydd y ddwy elfen, gyda'i gilydd, yn darparu llain glustogi dirluniol sydd o leiaf 10m o led. Caiff y bwnd tirluniol presennol ei gadw ac ychwanegir ato, a fydd yn cuddio'r datblygiad rywfaint yn ystod y cyfnod adeiladu ac ar ddechrau'r cyfnod gweithredu a nes i'r llain glustogi dirluniol ymsefydlu. |
| | Lleoliad da/prinder lle yn y porthladd | 6 | Nid oes unrhyw ofynion penodol o ran seilwaith er mwyn darparu ar gyfer dynodi'r Safle Rheoli Ffiniau. Mae'r safle wedi'i neilltuo yn y Cynllun Datblygu Lleol ar y Cyd a fabwysiadwyd. Gall Llain 9 ddarparu ar gyfer y datblygiad strategol hwn. |
| | Gwerthoedd eiddo | 4 | Nid yw colli gwerth eiddo, p'un a yw'n wirioneddol ai peidio, yn ystyriaeth berthnasol y gellir ei hystyried yn y penderfyniad cynllunio. Mae'r safle wedi'i neilltuo yn y Cynllun Datblygu Lleol ar y Cyd a fabwysiadwyd. |
| Dyluniad y cynllun | Mae'r cynllun yn rhy ddrud/rhy fawr ar gyfer y gofynion | 10 | Mae angen rheolaethau'r ffiniau ar nwyddau lechydol a Ffytioechydol ("SPS") sy'n dod i mewn i'r DU o'r UE ar gyfer unrhyw borthladd sydd am ymdrin â'r mathau hyn o nwyddau. Mae Caerbybi o bwys strategol i'r Deyrnas Unedig a dim ond Dover sy'n bwysicach na hi o ran ymdrin â llwythi rholio ymlaen rholio i ffordd â gyrrwr. Mae'n rhan bwysig o'r 'bont dir' rhwng Gweriniaeth Iwerddon a'r Cyfandir. Mae hefyd yn un o'r ychydig borthladdoedd yn y Deyrnas Unedig a all ymdrin ag anifeiliaid byw. Mae Model Gweithredu Ffiniau Llywodraeth y DU, ynghyd â'r gofynion sylfaenol a nodir yn y Rheoliadau Rheolaethau Swyddogol, yn pennu'r cyfleusterau sydd eu hangen i sicrhau dynodiad gweithredol a darparu ar gyfer hapddigwyddiadau. |
| | Maint yr adeiladau ar y Safle Rheoli Ffiniau | 8 | Mae adeiladau ar y safle wedi'u dylunio i ymdoddi i'r dirwedd o amgylch y safle a lleihau'r effaith weledol. Mae trafodaethau â rhanddeiliaid allweddol megis Cyfoeth Naturiol Cymru, Cadw, Cyngor Sir Ynys Môn ac Ymddiriedolaeth Archeolegol Gwynedd wedi ein helpu i addasu'r dyluniad er mwyn iddo weddu i'r safle. Roedd y trafodaethau hyn yn gyfle da i ail-werthuso lliw/palet yr adeiladau arfaethedig a materion eraill megis uchder adeiladau, ardaloedd cylchfaeo a gwaith tirlunio arfaethedig. Cynigir mai'r uchafswm uchder a ganiateir ar gyfer unrhyw strwythurau o dan y Gorchymyn Datblygu Arbennig fydd 15m (a reolir gan derfyn arfaethedig yng Nghyfyngiadau'r Gorchymyn Datblygu Arbennig). Disgwylir i'r prif ardaloedd archwilio fod tua 8m o uchder ac i'r strwythurau eraill fod yn rhai unllawr. Mae Model Gweithredu Ffiniau Llywodraeth y DU, ynghyd â'r gofynion sylfaenol a nodir yn y Rheoliadau Rheolaethau Swyddogol, yn pennu'r cyfleusterau sydd eu hangen i sicrhau dynodiad gweithredol a darparu ar gyfer hapddigwyddiadau. |
| | Sylw cyffredinol ynghylch dyluniad adeiladau neu'r cynigion | 7 | Mae dyluniad y cynllun wedi'i optimeiddio er mwyn sicrhau'r ôl troed lleiaf posibl sydd ei angen ar gyfer cynllun cyflawnadwy ac, ar yr un pryd, gadw'r llystyfiant a'r nodweddion tirwedd presennol. Fodd bynnag, oherwydd maint yr adeiladau ac agosrwydd y cynllun at dderbynyddion preswyl cyfagos (~100m yn y man agosaf), mae'n hanfodol cadw'r bwnd presennol o llystyfiant ac ychwanegu ato er mwyn lleihau effeithiau andwyol sylweddol ar dderbynyddion gweledol. Caiff llain glustogi dirluniol a fydd o leiaf 10m o led ei phlannu â chymysgedd o rywogaethau coed brodorol rhwng y bwnd presennol o goed a'r ardal ddatblygadwy er mwyn cuddio'r datblygiad mewn golygfeydd o'r Gorllewin-Dde-Orllewin o dderbynyddion gweledol sensitif sy'n byw mewn eiddo preswyl cyfagos. Tua rhan ddwyreiniol y safle, bydd y llain glustogi dirluniol yn cynnwys dwy elfen linellol, un i'r de o'r brif ffordd fynediad a rhan arall yn gyfochrog â'r bwnd presennol â choed. Mewn unrhyw fan unigol, bydd y ddwy elfen, gyda'i gilydd, yn darparu llain glustogi dirluniol sydd o leiaf 10m o led. Caiff y bwnd tirluniol presennol ei gadw ac ychwanegir ato, a fydd yn cuddio'r datblygiad rywfaint yn ystod y cyfnod adeiladu ac ar ddechrau'r cyfnod gweithredu a nes i'r llain glustogi dirluniol ymsefydlu. Mae angen y gwaith plannu yn y llain glustogi er mwyn lleihau'r effeithiau ar y dirwedd ar hyd y ffin ddeheuol a gorllewinol er mwyn lleihau'r effeithiau gweledol andwyol o'r derbynyddion gweledol canlynol: <ul style="list-style-type: none"> • Eiddo ym mhen ffordd bengaead Penrhyn Geiriol (yn arbennig Bryn Mawr ac eiddo cyfagos i'r gogledd); |

| Thema | Crynodeb o'r Adborth a Gafwyd | Nifer yr ymatebion i'r thema | Ymateb i'r Adborth a Gafwyd |
|-----------|--|------------------------------|---|
| | | | <ul style="list-style-type: none"> • Eiddo ar hyd ochr ogledd-orllewinol Hunters Chase (sef ardal breswyl ymhellach i'r de o Penrhyn Geiriol); • Pobl yn cerdded i'r gogledd ar hyd Lôn Trefignath • Yr eiddo o'r enw Tyddyn Uchaf • Eiddo yn Trearddur Mews <p>Rheolir lleoliad yr ardal ddatblygadwy, maint adeiladau a nodweddion tirwedd gan gynllun Amlen Gydsynio'r Gorchymyn Datblygu Arbennig a Chyfyngiadau arfaethedig y Gydsynio'r Gorchymyn Datblygu.</p> |
| | Pryderon ynghylch llifogydd / systemau draenio | 7 | <p>Caiff y dŵr wyneb ffo o'r datblygiad arfaethedig ar Lain 9 ei reoli drwy gyfres o nodweddion Systemau Draenio Cynaliadwy. Cynigir y dylid cynaeafu dŵr glaw er mwyn aildefnyddio'r dŵr o doeau, gan leihau faint o ddŵr ffo sy'n llifo o'r safle a'r defnydd o ddŵr o'r prif gyflenwad. Cynigir y dylai cymaint o ddŵr wyneb ffo â phosibl gael ei gludo gan systemau draenio cynaliadwy ar wyneb y ddaear, gan gynnwys lleiniau hidlo, pantiau, draeniau hidlo, basn crynhoi a phalmentydd athraidd.</p> <p>Bydd y systemau draenio cynaliadwy yn ei gwneud yn bosibl i rywfaint o ddŵr ymdreiddio i'r ddaear ond gyda llif y rhan fwyaf o'r dŵr wyneb yn cael ei arafu yn y basn crynhoi. Bydd llifau o'r basn crynhoi yn gollwng i'r cwrs dŵr presennol ond fe'u cyfyngir i gyfradd dŵr ffo o Faes glas ar gyfer y safle ac mae'r basn crynhoi yn ddigon mawr i ddarparu ar gyfer y digwyddiad storm 1 mewn 100 mlynedd ynghyd â newid o 30% yn yr hinsawdd.</p> <p>Darperir mesurau atal llygredd o'r dŵr wyneb ffo (sy'n draenio i'r ddaear a/neu'r cwrs dŵr presennol) gan y systemau draenio cynaliadwy, sy'n ffurfio cadwyn drin. Yn ogystal â'r broses lanhau a ddarperir gan gadwyn drin y systemau draenio cynaliadwy, mewn ardaloedd risg uchel, megis mannau parcio cerbydau nwyddau trwm ac ail-lenwi â thanwydd, mae'r dŵr ffo yn mynd drwy wahanwyr cadw / blaengwrt llawn Dosbarth 1 er mwyn tynnu hydrocarbonau a siltiau cyn iddo ollwng i'r cwrs dŵr presennol, drwy'r basn crynhoi.</p> |
| | Adeiladau uchel – y lleoliad anghywir | 5 | Mae adeiladau wedi'u gosod mewn lleoliad sy'n diwallu anghenion y Safle Rheoli Ffiniau ei hun orau tra cynigir y dylid codi uchder adeiladau drwy Gyfyngiadau'r Gorchymyn Datblygu Arbennig, gan leihau'r effeithiau ar dirfeddianwyr ger y safle. |
| | Nid yw'r gylchfan wrth y fynedfa yn addas | 1 | Archwiliwyd dyluniad y gylchfan bresennol a nododd gwaith a wnaed i dracio'r cerbydau nwyddau trwm mwyaf a ganiateir ar ffyrdd y DU fod digon o le ar y gylchfan i gerbydau nwyddau trwm allu droi i mewn i'r safle. |
| | Systemau draenio | 1 | Caiff y dŵr wyneb ffo o'r datblygiad arfaethedig ar Lain 9 ei reoli drwy gyfres o Systemau Draenio Cynaliadwy |
| Diogelwch | Ymddygiad gwrthgymdeithasol gan gynnwys gyrrwyr cerbydau nwyddau trwm yn taflu sbwriel | 8 | <p>Cyfyngiadau ar barcio: Ar hyn o bryd, mae'r llwybr cyfan o'r A55 i'r Safle Rheoli Ffiniau yn destun gorchymyn dim aros a ddynodir gan y ddwy linell felen. Bydd y gorchymyn hwn yn parhau i gael ei orfodi er mwyn sicrhau yr ymdrinnir ag achosion o dorri'r gorchymyn yn briodol.</p> <p>Sbwriel: Fel gyda phob ffordd leol, cynhelir amserlen o waith codi sbwriel ar hyd y llwybr i'r Safle Rheoli Ffiniau.</p> |
| | Troseddu | 4 | Bydd mesurau diogelwch ar y safle, ar ffurf camerâu teledu cylch cyfyng (CCTV), ffens, marsaliaid, camerâu adnabod rhif cerbydau yn awtomatig (ANPR) a mesurau gwrthderfysgaeth. |
| | Masnach/mewnfudwyr anghyfreithlon | 3 | <p>Am ei fod yn cael ei ystyried yn rhan o ystad y Llywodraeth, bydd y safle ei hun yn destun Asesiad o Fgythiadau a Risgiau (TARA). At hynny, bydd dyluniad y safle yn cynnwys y gofynion i'r safle gael ei amgylchynu gan ffens wrth-ddringo uchel a mynedfa sylweddol â chlwyd.</p> <p>Os bydd angen (sy'n annhebygol), bydd marsaliaid diogelwch hyfforddedig yn ymddrin ag unrhyw bobl a ganfyddir yn tresmasu neu'n cuddio ar y safle (bydd angen i Lywodraeth Cymru hefyd roi gwybod am y trefniadau lleol ar gyfer dal pobl sy'n cuddio ar y safle pan fydd y Gwnstabiliaeth leol a Llu Ffiniau'r DU wedi cytuno arnynt).</p> |

| Thema | Crynodeb o'r Adborth a Gafwyd | Nifer yr ymatebion i'r thema | Ymateb i'r Adborth a Gafwyd |
|----------------------------|--|------------------------------|---|
| | COVID-19/cadw pellter cymdeithasol | 3 | Nid yw bygythiad parhaus a phosibl COVID-19, a'i holl oblygiadau i iechyd pobl, yn fater y gellir ei anwybyddu. Bydd angen i'r safle gydymffurfio â pha reolau bynnag y mae Llywodraeth Cymru wedi'u rhoi ar waith mewn perthynas â COVID-19 yn ystod camau adeiladu a gweithredu'r safle a bydd angen i bob aelod o staff a defnyddiwr gadw at y rheolau hynny. |
| | Pryderon cyffredinol ynghylch diogelwch | 3 | Am ei fod yn cael ei ystyried yn rhan o ystad y Llywodraeth, bydd y safle ei hun yn destun Asesiad o Fygythiadau a Risgiau (TARA). At hynny, bydd dyluniad y safle yn cynnwys y gofynion i'r safle gael ei amgylchynu gan ffens wrth-ddringo uchel a mynedfa sylweddol â chlwyd. Os bydd angen (sy'n annhebygol), bydd marsialiaid diogelwch hyfforddedig yn ymdrin ag unrhyw bobl a ganfyddir yn tresmasu neu'n cuddio ar y safle (bydd angen i Lywodraeth Cymru hefyd roi gwybod am y trefniadau lleol ar gyfer dal pobl sy'n cuddio ar y safle pan fydd y Gwnstabiliaeth leol a Llu Ffiniau'r DU wedi cytuno arnynt). |
| | Mae pryder ynghylch cerbydau nwyddau trwm yn gadael Porthladd Caergybi a pheidio â mynd i'r Safle Rheoli Ffiniau | 2 | Dewisir cerbydau ond cymerir camau ar wahân, nad ydynt yn rhan o gylch gwaith y cais hwn, yn erbyn cerbydau nad ydynt yn mynd i'r Safle Rheoli Ffiniau |
| Mae angen safle/manteision | Mae angen safle am resymau sy'n cynnwys Brexit | 9 | Ar ddiwedd y cyfnod pontio, newidiodd cyberthynas Llywodraeth Cymru â'r Undeb Ewropeaidd yn sylweddol, gan ddod â mynediad dirwyst i'r Farchnad Sengl a chyfranogiad yn yr Undeb Tollau i ben. Mae hyn yn golygu bod angen cynnal archwiliadau ffisegol bellach ar nwyddau penodol sy'n dod i mewn i'r Deyrnas Unedig. Bydd y gyfundrefn archwilio newydd yn cwmpasu anifeiliaid, planhigion a chynhyrchion sy'n dod o anifeiliaid sy'n dod i mewn i Gymru o Weriniaeth Cymru a bydd angen i gyfran o unrhyw fewnforion o'r fath fynd drwy Safle Rheoli Ffiniau. Gweinidogion Cymru sy'n gyfrifol am wiriadau o'r fath a bydd yn ofynnol i Lywodraeth Cymru sicrhau na fydd nwyddau sy'n dod i mewn i'r DU yn peri risg i iechyd pobl nac o ran lledaeniad clefydau anifeiliaid a phlanhigion. |
| | Mae'r safle eisoes wedi'i ddynodi i'w ddefnyddio at ddibenion masnachol | 7 | Mae'r safle wedi'i neilltuo ar gyfer defnydd cyflogaeth gan Gyngor Sir Ynys Môn drwy'r Cynllun Datblygu Lleol ar y Cyd a fabwysiadwyd. Diffinnir y defnyddiau cyflogaeth fel B1 Busnes – Swyddfeydd, gwaith ymchwil a datblygu'n ymwneud â nwyddau a phrosesau, diwydiant ysgafn sy'n briodol mewn ardal breswyl. B2 Diwydiannol cyffredinol – Defnyddir ar gyfer proses ddiwydiannol heblaw un sy'n perthyn i ddosbarth B1 (ac eithrio gwaith llosgi, gwaith trin â chemegion, gwaith tirlenwi neu wastraff peryglus). B8 Storio neu ddosbarthu – Defnyddir at ddibenion storio neu fel canolfan ddosbarthu. Mae'r dosbarth hwn yn cynnwys gwasanaethau storio yn yr awyr agored. Ystyrir bod y defnydd a wneir o Safle Rheoli Ffiniau arfaethedig yn debyg i ddefnyddiau B2 a B8. |
| | Cyfleoedd cyflogaeth | 5 | Cwblheir strategaeth cyflogaeth, ar gyfer pob agwedd ar gyflogaeth ar y safle, a bydd yn rhoi ystyriaeth lawn naill ai i Themâu, Canlyniadau a Mesurau Cenedlaethol Cymru neu'r Pecyn Mesur Buddion Cymunedol fel rhan o Ddatganiad Polisi Caffael Cymru 2021, gan sicrhau y defnyddir cyflogaeth leol cymaint â phosibl i sicrhau budd i'r gymuned leol. At hynny, bydd Llywodraeth Cymru yn cynnal y prosiect drwy Fframwaith Partneriaeth Adeiladu Gogledd Cymru ac, felly, bydd y prosiect yn cydymffurfio â gofynion y fframwaith. Bydd y strategaeth hon yn rhan o Gynllun Rheoli Gweithredol y safle a chaiff ei datblygu ar ôl i Lywodraeth Cymru benodi gweithredwr safle. Bydd Llywodraeth Cymru yn hysbysu Cyngor Sir Ynys Môn wrth i'r trefniadau hyn ddatblygu. |
| Gweithredu'r safle | Pryder ynghylch oriau gweithredu. (h.y. ddydd a nos, 7 diwrnod yr wythnos) | 8 | Gweithredu 24 awr: Mae gweithredu'r safle am 24 awr yn cyfeirio'n uniongyrchol at y fferïau sy'n cyrraedd y porthladd a'r gofyniad i wasanaethu cyfran fach o'r cerbydau nwyddau trwm sy'n cyrraedd y mae'r math o nwyddau y maent yn eu cludo yn ei gwneud yn ofynnol iddynt fynd i'r Safle Rheoli Ffiniau er mwyn i'w llwythi gael eu harchwilio. Sŵn a llygredd: Caiff gyrwyr yr holl gerbydau nwyddau trwm sy'n mynd i'r safle eu cyfarwyddo i ddiffodd eu peiriannau tra byddant wedi'u parcio neu'n cael eu harchwilio. Bydd hyn yn cynnwys unrhyw beiriannau a ddefnyddir i oeri ôl-gerbydau rhewieddiedig. Caiff bwnd a ffens |

| Thema | Crynodeb o'r Adborth a Gafwyd | Nifer yr ymatebion i'r thema | Ymateb i'r Adborth a Gafwyd |
|-----------|-----------------------------------|------------------------------|---|
| | | | <p>acwstig eu hymgorffori yn nyluniad y safle er mwyn lleihau lefelau sŵn o'r safle, a gynigir yn Amlen Gydsynio'r Gorchymyn Datblygu Arbennig a Chyfyngiadau'r Gorchymyn Datblygu Arbennig. Bydd ôl-gerbydau rhewiddiedig y mae angen cymorth amynt i gadw eu llwyth yn oer yn gallu cysylltu â chyflenwad trydan. Mae'r safle wedi'i gynllunio fel system unffordd am resymau diogelwch ac er mwyn cwtogi hyd yr eithaf ar nifer y symudiadau gan gerbydau nwyddau trwm.</p> <p>Goleuadau: Ystyrir bod y safle cyfan yn ardal waith ac, felly, o dan reoliadau iechyd a diogelwch, rhaid i'r safle gael ei oleuo i safon ofynnol er mwyn i gerbydau a cherddwyr allu symud yn ddiogel ar draws y safle. Bydd dyluniad y goleuadau yn ystyried eiddo cyfagos a, lle y bo'n bosibl, bydd yn cuddio'r golau o'r lampau. At hynny, dim ond pan fyddant yn symud o amgylch y safle y bydd gyrwyr cerbydau nwyddau trwm yn troi goleuadau eu cerbydau ymlaen. Bydd y bwnd a'r ffens acwstig hefyd yn lleihau effaith goleuadau'r cerbydau nwyddau trwm wrth iddynt symud ar draws y safle.</p> |
| | Hyd | 3 | Mae Llywodraeth Cymru yn ceisio caniatâd i ddefnyddio'r cyfleuster hwn yn barhaol. |
| Adeiladu | Tarfu yn ystod y cam adeiladu | 6 | <p>Fel rhan o broses gydsynio'r Gorchymyn Datblygu Arbennig, mae cyfyngiadau arfaethedig wedi'u gosod ar yr oriau a weithir a sŵn a goleuadau ar y safle er mwyn helpu i ddiogelu trigolion cyfagos a sicrhau cyn lleied o darfu â phosibl.</p> <p>Cyfyngir gwaith adeiladu i 07:00-19:00 o'r golch o ddydd Llun i ddydd Gwener a 07:00-13:00 o'r gloch ar ddydd Sadwrn. Bydd angen cael caniatâd o dan Adran 61 ar gyfer unrhyw waith y tu allan i'r oriau hyn.</p> <p>Caiff terfynau ar sŵn a dirgryndod a achosir gan waith adeiladu eu pennu yn unol â BS5228. Bydd unrhyw sŵn a allai fod yn uwch na'r terfynau hyn yn unol â chaniatâd a roddir drwy gais o dan Adran 61.</p> <p>Dim ond pan fydd eu hangen y defnyddir goleuadau adeiladu, byddant yn gyfeiriol ac o dan gwcwll a byddant mor isel ag y bo'n ymarferol.</p> |
| Cynllunio | Pryderon ynghylch safle maes glas | 5 | <p>Mae'r safle wedi'i ddefnyddio'n flaenorol ar gyfer stacio cerbydau mewn argyfwng o dan hawliau datblygu a ganiateir Llywodraeth Cymru ac, felly, mae rhywfaint o waith datblygu wedi'i wneud ar y safle yn ddiweddar. Mae'r safle eisoes wedi'i neilltuo ar gyfer defnydd cyflogaeth gan Gyngor Sir Ynys Môn. Mae Parc Cybi yn destun uwchgynllun amlinellol ar gyfer parc busnes (19C842A/EIA) a gymeradwywyd yn 2004. Mae Uwchgynllun 2004 yn rhoi'r cyd-destun i'r uchelgeisiau hirdymor ar gyfer y Parc Busnes ac roedd wedi nodi Llain 9 fel lleoliad posibl ar gyfer mwy na 350 o leoedd parcio ceir. Nid oes yr un cais yn unol â'r uwchgynllun hwn wedi'i wneud ar gyfer Llain 9, er bod y Safle Rheoli Ffiniau arfaethedig yn cyd-fynd â pharamedrau'r uwchgynllun hwn a gymeradwywyd. Cyfeirir at y safle fel tir sydd wedi'i ddiogelu ar gyfer cyflogaeth a mentrau busnes o dan Bolisi CYF 1: Diogelu, Neilltuo a Chadw Tir ac Unedau ar gyfer Defnydd Cyflogaeth Cynllun Datblygu ar y Cyd Ynys Môn a Gwynedd a fabwysiadwyd. Cyfeirir at Barc Cybi yn benodol fel 'Prif Safle' ar Ynys Môn sydd â chyfanswm arwynebedd o 109.2 hectar ar gyfer defnydd B1, B2 a B8. Gan fod angen y Safle Rheoli Ffiniau, nododd Llywodraeth Cymru Lain 9, Parc Cybi, fel y safle mwyaf ymarferol, yn dilyn proses sifftio safleoedd drylwyr. Mae'r Gorchymyn Datblygu Arbennig yn cynnig cydsyniad amlen, sy'n cyfyngu adeiladau a lleiniau caled i'r ardal ddatblygadwy ac yn cynnig y dylid cyfyngu uchder adeiladau. Mae hefyd yn cynnig y dylai llain glustogi dirluniol a fydd o leiaf 10m o led gael ei phiannu â chymysgedd o rywogaethau coed brodorol rhwng y bwnd presennol o goed a'r ardal ddatblygadwy er mwyn cuddio'r datblygiad mewn golygfeydd o'r Gorllewin-Dde-Orllewin o dderbynyddion gweledol sensitif sy'n byw mewn eiddo preswyl cyfagos. Tua rhan ddwyreiniol y safle, bydd y llain glustogi dirluniol yn cynnwys dwy elfen linellol, un i'r de o'r brif ffordd fynediad a rhan arall yn gyfochrog â'r bwnd presennol â choed. Mewn unrhyw fan unigol, bydd y ddwy elfen, gyda'i gilydd, yn darparu llain glustogi dirluniol sydd o leiaf 10m o led. Caiff y bwnd tirluniol presennol ei gadw ac ychwanegir ato, a fydd yn cuddio'r datblygiad rywfaint yn ystod y cyfnod adeiladu ac ar ddechrau'r cyfnod gweithredu a nes i'r llain glustogi dirluniol ymsefydlu</p> |
| Arall | Ymgysylltu â'r cyhoedd | 13 | <p>Rhoddyd y deunyddiau ymgynghori canlynol i aelodau o'r cyhoedd sy'n byw o fewn 1km i'r safle:</p> <ul style="list-style-type: none"> Llythyr hysbysu am ymgysylltu (Cymraeg a Saesneg) Taflen wybodaeth 8 tudalen (Cymraeg a Saesneg) Ffurflen adborth (Cymraeg a Saesneg) |

| Thema | Crynodeb o'r Adborth a Gafwyd | Nifer yr ymatebion i'r thema | Ymateb i'r Adborth a Gafwyd |
|-------|---|------------------------------|--|
| | | | <ul style="list-style-type: none"> Ffurflen ymateb radbost Datganiad preifatrwydd o dan y Rheoliad Cyffredinol ar Ddiogelu Data (GDPR) (Cymraeg a Saesneg) Cyfarwyddiadau i weld gwefan yr ymgynghoriad https://inlandborderfacilities.uk/ <p>Cafodd 78 o hysbysiadau safle yn rhoi cyhoeddusrwydd i'r ymgynghoriad eu harddangos hefyd o amgylch Caergybi, gan roi cyfarwyddiadau i weld gwefan yr ymgynghoriad.</p> <p>Cynhaliwyd ymarfer ymgysylltu â'r cyhoedd ffurfiol a barodd 21 diwrnod, ac ystyriwyd sylwadau gan Lywodraeth Cymru, er mwyn cefnogi'r defnydd o Orchymyn Datblygu Arbennig. Gan fod caniatâd cynllunio yn cael ei geisio o dan ddeddfwriaeth frys, 21 diwrnod oedd yr adeg y cytunwyd arni ar gyfer ymatebion gan aelodau o'r gymuned.</p> |
| | Effeithiau cronol datblygiad(au) ar seilwaith lleol | 7 | <p>Mae'r safle ei hun mewn ardal sydd wedi'i neilltuo ar gyfer defnydd cyfogaeth yn y Cynllun Datblygu Lleol. Mae hefyd wedi bod yn destun Cais Uwchgynllun (19C842A/EIA). Oherwydd y nifer bach iawn o gerbydau nwyddau trwm y disgwylir iddynt deithio i'r safle ac oddi yno gan ddefnyddio Cyffordd 2 yr A55 a'r terfynau y cynigir y dylid eu gosod ar y datblygiad, fel y'u nodir yng Nghyfyngiadau'r Gorchymyn Datblygu Arbennig, disgwylir i'r effeithiau ar seilwaith a gwasanaethau lleol fod ar lefel dderbyniol.</p> |
| | Ansawdd bywyd | 6 | <p>Cynigir y nodweddion canlynol yng Nghyfyngiadau'r Gorchymyn Datblygu Arbennig er mwyn sicrhau na fydd unrhyw effeithiau amgylcheddol sylweddol fel y'u nodir ar gynllun Amlen Gydsynio'r Gorchymyn Datblygu Arbennig:</p> <ul style="list-style-type: none"> Byddai un brif fynedfa/allanfa i'r cerbydau sy'n dod i'r safle. Dim ond i'w defnyddio mewn argyfwng y byddai mynedfeydd ac allanfeydd ychwanegol yn cael eu caniatáu a byddai angen eu hadeiladu gan ddefnyddio glaswellt atgyfnerthedig athraidd. Byddai adeiladau a lleiniau caled yn cael eu cyfyngu i'r tir a nodwyd fel yr "Ardal Ddatblygadwy". Yn yr ardal hon, cyfyngid ar uchderau adeiladau a byddent yn cael eu rhannu'n dri pharth, 33m uwchlaw datwm ordnans, 28m uwchlaw datwm ordnans a 23m uwchlaw datwm ordnans. Ni fyddai unrhyw fath o waith datblygu yn digwydd yn yr ardal a ddisgrifir fel 'Brigiad Creigiog'. Caiff mesurau lleihau sŵn eu rhoi ar waith. Caiff gyrwyr yr holl gerbydau nwyddau trwm sy'n mynd i'r safle eu cyfarwyddo i ddiffodd eu peiriannau tra byddant wedi'u parcio neu'n cael eu harchwilio. Bydd hyn yn cynnwys unrhyw beiriannau a ddefnyddir i oeri ôl-gerbydau rheweidiedig. Caiff bwnd a ffens acwstig eu hymgorffori yn nyluniad y safle er mwyn lleihau lefelau sŵn o'r safle. Bydd ôl-gerbydau rheweidiedig y mae angen cymorth arnynt i gadw eu llwyth yn oer yn gallu cysylltu â chyflenwad trydan. Byddai'r bwnd tirluniol presennol gyda choed yn cael ei gadw ac ychwanegid ato. Darperid lleiniau clustogi tirluniol ychwanegol, a fyddai o leiaf 10 m o led o'r bwnd tirluniol presennol. Byddai hyn yn golygu plannu coetir trwchus yn cynnwys cymysgedd o rywogaethau coed brodorol wrth ochr y bwnd presennol o goed er mwyn cuddio'r datblygiad mewn golygfeydd o'r safle o'r Gorllewin-Dde-Orllewin. Byddai pwll sy'n bodoli eisoes a leolir yng nghornel dde-ddwyreiniol y safle yn cael ei gadw. <p>Disgwylir i'r datblygiad gynnig cyfleoedd cyfogaeth lleol hefyd ac efallai y bydd yn annog gwaith datblygu yn ardal Parc Cybi yn y dyfodol gan y bydd Gorchymyn Datblygu Arbennig yn cael ei roi ar sail barhaol. Bydd datblygu'r Safle Rheoli Ffiniau yn helpu i sicrhau bod gweithrediadau porthladd yng Nghaergybi yn para am gyfnod hir iawn, gan gyfrannu at yr economi leol.</p> |
| | lawndal | 3 | <p>Fel arfer, nid oes angen talu iawndal er mwyn datblygu tir onid effeithir ar hawliau eiddo preifat ac nid yw hwn yn fater sy'n effeithio ar b'un a dylid rhoi caniatâd cynllunio ai peidio.</p> |

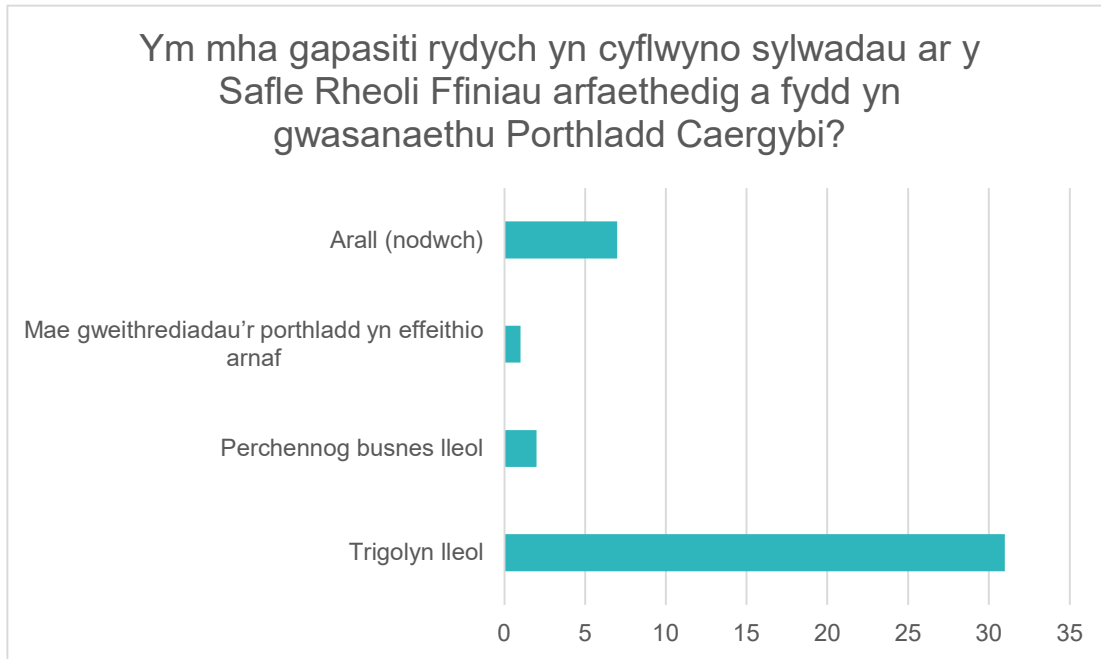
| Thema | Crynodeb o'r Adborth a Gafwyd | Nifer yr ymatebion i'r thema | Ymateb i'r Adborth a Gafwyd |
|-------|--|------------------------------|--|
| | Twristiaeth | 2 | <p>Nid ystyrir y bydd y Safle Rheoli Ffiniau yn cael effaith andwyol ar dwristiaeth yn yr ardal. Mae pob taith i'r Safle Rheoli Ffiniau arfaethedig eisoes yn defnyddio'r rhwydwaith priffyrdd rhwng Porthladd Caergybi a Chyffordd 2 yr A55 ac maent hefyd yn defnyddio safle cyfagos Roadking yn aml. Felly, mae'n annhebygol yr effeithir ar dwristiaeth.</p> <p>Mae nifer o derfynau arfaethedig wedi'u drafftio ar gyfer y Gorchymyn Datblygu Arbennig er mwyn lleihau effeithiau'r datblygiad ac mae'r rhain wedi'u hystyried wrth asesu a fyddai unrhyw effeithiau andwyol sylweddol ar y dirwedd ac unrhyw effeithiau gweledol. Mae'r rhain yn cynnwys:</p> <ul style="list-style-type: none"> • Terfynau uchaf ar uchder adeiladau, er mwyn lleihau effeithiau gweledol, • Osgoi'r brigiad creigiog, er mwyn cuddio'r safle o'r golwg a chadw cynefin pwysig • Pennu ardal ddatblygadwy er mwyn lleihau effaith weledol mwy o leiniau caled yn yr AHNE a lleihau ôl troed y datblygiad. • Ffens/Dulliau Trin Ffin er mwyn sicrhau bod dyluniad y ffens yn gydnaws â'r ardal leol • Gorffeniadau Ffurfiâu Adeiledig, er mwyn helpu i leihau unrhyw effeithiau gweledol andwyol a gaiff y datblygiad arfaethedig ar yr AHNE a chymeriad tirwedd yr ardal • Cyfyngiadau ar oleuadau, er mwyn lleihau effaith colli golau i'r ardal oddi amgylch • Gwaith tirlunio, er mwyn helpu i guddio'r datblygiad rhag eiddo gerllaw • Cynnal a chadw'r safle yn yr hirdymor, er mwyn sicrhau y cynhelir gwaith tirlunio a mesurau sgrinio • Caiff Mynedfa Frys ei chynnwys a fydd wedi'i wneud o 'grasscrete', er mwyn cwtogi ar nifer y lleiniau caled newydd a gyflwynir i ardaloedd yn yr AHNE a lleihau effeithiau ar leoliad Siambr Gladdu Trefignath. |
| | Pryderon ynghylch archwiliadau o anifeiliaid byw yn cael eu cynnal i ffwrdd oddi wrth y porthladd yn hytrach nag yn y porthladd ei hun | 1 | <p>Selio cerbydau a Thystysgrifau lechyd: Mater i Lywodraeth Cymru fyddai llunio ymateb yn rhoi'r rhesymau dros ei dull o ymdrin â'r gofyniad hwn.</p> <p>Lles anifeiliaid: Mae cynllun mewnol yr adeiladau i anifeiliaid byw yn ystyried y prosesau o ddadlwytho anifeiliaid, eu dal mewn corlannau i'w harchwilio a'u hail-lwytho ar y cerbydau. Ni fwriedir cael corlannau dal allanol. Bydd yr amser sydd wedi'i neilltuo ar gyfer y broses hon yn cynnwys y gwaith angenrheidiol o olchi'r adeiladau.</p> <p>Diogelwch y cerbydau rhwng y porthladd a'r Safle Rheoli Ffiniau: Mater i Lywodraeth Cymru fyddai llunio ymateb yn nodi sut y byddai'n sicrhau na fyddai cerbydau nwyddau trwm perthnasol a'u llwythi yn mynd heibio i'r Safle Rheoli Ffiniau.</p> <p>Rheoli cerbydau sy'n gadael y Safle Rheoli Ffiniau : Fel rhan o'r strategaeth rheoli traffig, bydd Llywodraeth Cymru yn sicrhau na chaniateir i gerbydau nwyddau trwm sy'n gadael y safle droi i'r dde i Lôn Towyn Capel tua Threarddur a phentrefi lleol eraill ac y bydd arwyddion gorfodadwy addas yn cefnogi'r bwriad hwn.</p> <p>Trosglwyddo clefydau ar y Safle Rheoli Ffiniau i dda byw lleol: Mater i Lywodraeth Cymru fyddai llunio ymateb yn rhoi'r rhesymau dros y lleoliad a ddewiswyd ganddi ac yn nodi sut y byddai'n sicrhau na fyddai clefydau yn cael eu trosglwyddo yn yr awyr. Gallai'r ateb gynnwys bod yr adeiladau yn fioldiogel, a fyddai'n atal clefydau rhag cael eu trosglwyddo yn yr awyr.</p> |
| | Pryderon ynghylch yr angen am y safle yn y dyfodol – a yw wedi'i ddiogelu at y dyfodol? A gaiff y safle ei adleoli? | 1 | <p>Mae'r Gorchymyn Datblygu Arbennig a geisir ar Lain 9 ar sail barhaol ac mae'n ymwneud yn benodol â datblygiad y Safle Rheoli Ffiniau. Fodd bynnag, os na fydd angen Safle Rheoli Ffiniau i wasanaethu Porthladd Caergybi mwyach, bydd angen cyflwyno cais ar wahân i Gyngor Sir Ynys Môn o dan Ddeddf Cynllunio Gwlad a Thref 1990 ar gyfer unrhyw gynllun i ddatblygu'r safle wedi hynny, gan gynnwys aildefnyddio cyfleusterau'r Safle Rheoli Ffiniau. Mae capasiti'r safle yn seiliedig ar y galw diweddar ynghyd â lwfans ar gyfer cynnydd posibl yn nifer y cerbydau nwyddau trwm drwy borthladd Caergybi. Os bydd yr angen am ragor o waith ddatblygu ar y safle yn y dyfodol yn fwy na'r terfynau a nodir yn y Gorchymyn Datblygu Arbennig, bydd angen cyflwyno cais ar wahân o dan Ddeddf Cynllunio Gwlad a Thref 1990 i Gyngor Sir Ynys</p> |

| Thema | Crynodeb o'r Adborth a Gafwyd | Nifer yr ymatebion i'r thema | Ymateb i'r Adborth a Gafwyd |
|---|-------------------------------|------------------------------|-----------------------------|
| <hr/> <p>Môn. Os na fydd angen y cyfleuster mwyach, mae cynllun presennol yr adeiladau yn darparu ar gyfer eu symud yn hawdd neu eu defnyddio at ddiben gwahanol yn unol â dynodiad y Cynllun Lleol ac yn amodol ar gyflwyno cais ar wahân o dan Ddeddf Cynllunio Gwlad a Thref 1990.</p> <hr/> | | | |

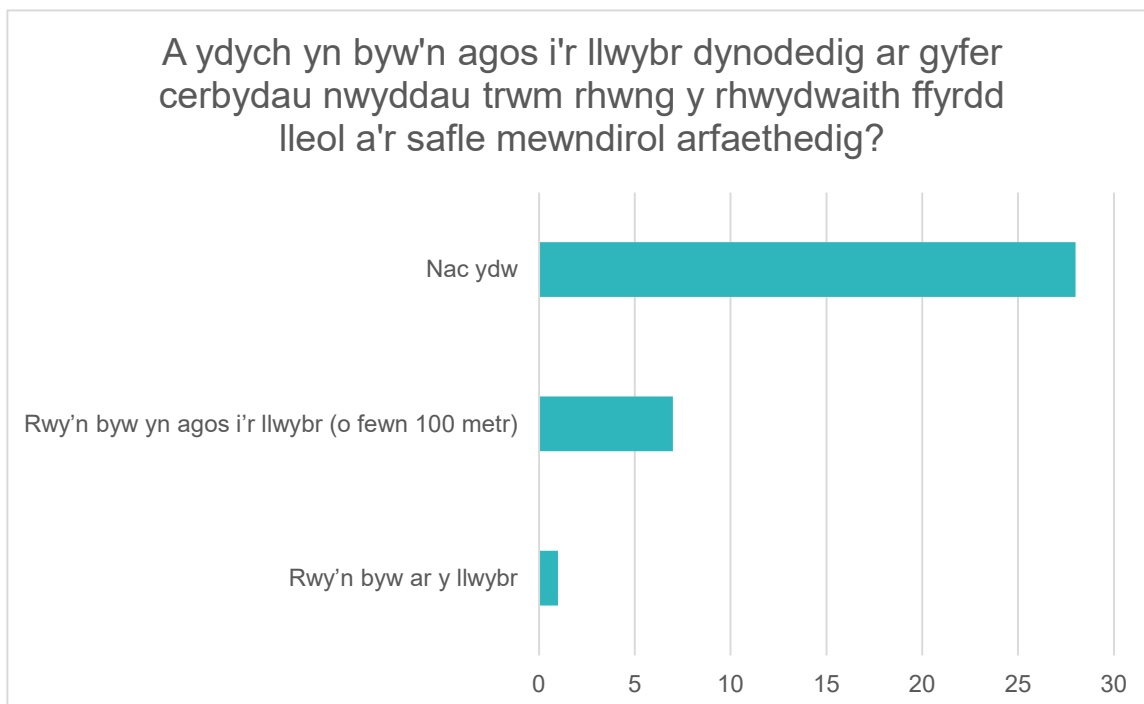
Daeth y gyfran fwyaf o'r ymatebion gan y rhai a nododd nad oeddent yn byw ar lwybr y cerbydau nwyddau trwm (o fewn 100m) a/neu yn yr ardal lle mae'r safle wedi'i leoli (o fewn 1,000m).

Dangosir lleoliadau rhanddeiliaid perthnasol y Ffin Ymgynghori Linell Goch a rhanddeiliaid cymunedol perthnasol eraill mewn perthynas â'r Safle Rheoli Ffiniau arfaethedig a llwybr y cerbydau nwyddau trwm ar y graffiau isod.

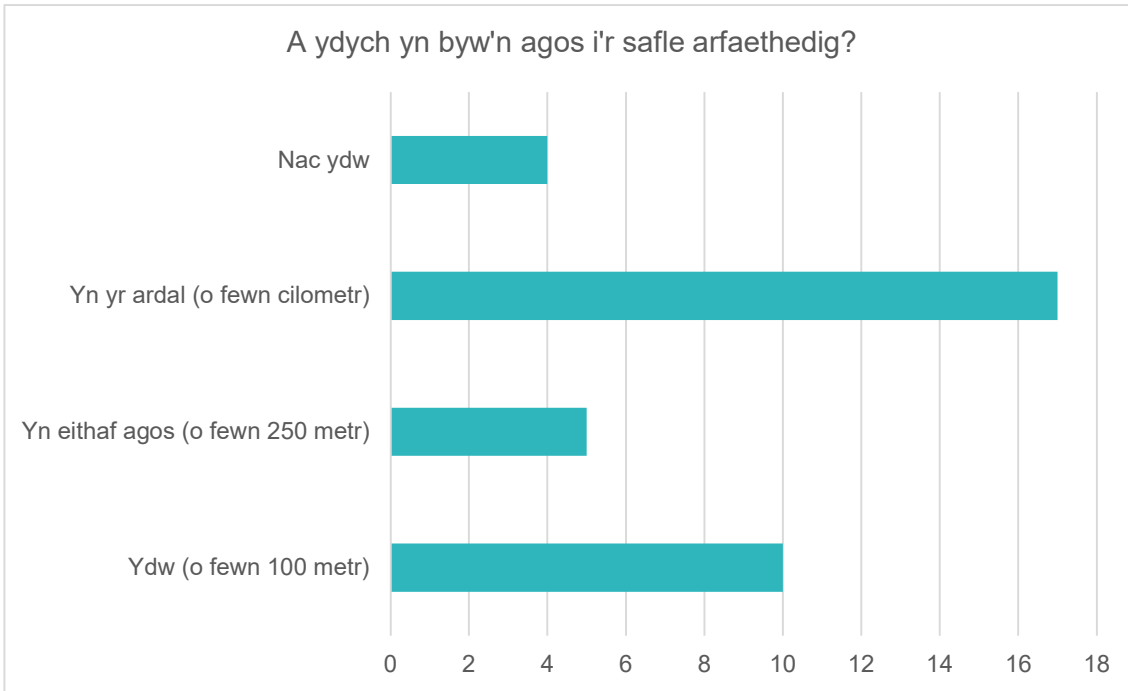
Ffigur 3.3: Ym mha gapasiti rydych yn cyflwyno sylwadau ar y Safle Rheoli Ffiniau arfaethedig a fydd yn gwasanaethu Porthladd Caergybi? (Ticiwch fwy nag un os yw'n gymwys)



Ffigur 3.4: A ydych yn byw yn agos i'r llwybr dynodedig ar gyfer cerbydau nwyddau trwm rhwng y rhwydwaith ffyrdd lleol a'r safle mewndirol arfaethedig?



Ffigur 3.5: A ydych yn byw yn agos i'r safle arfaethedig?

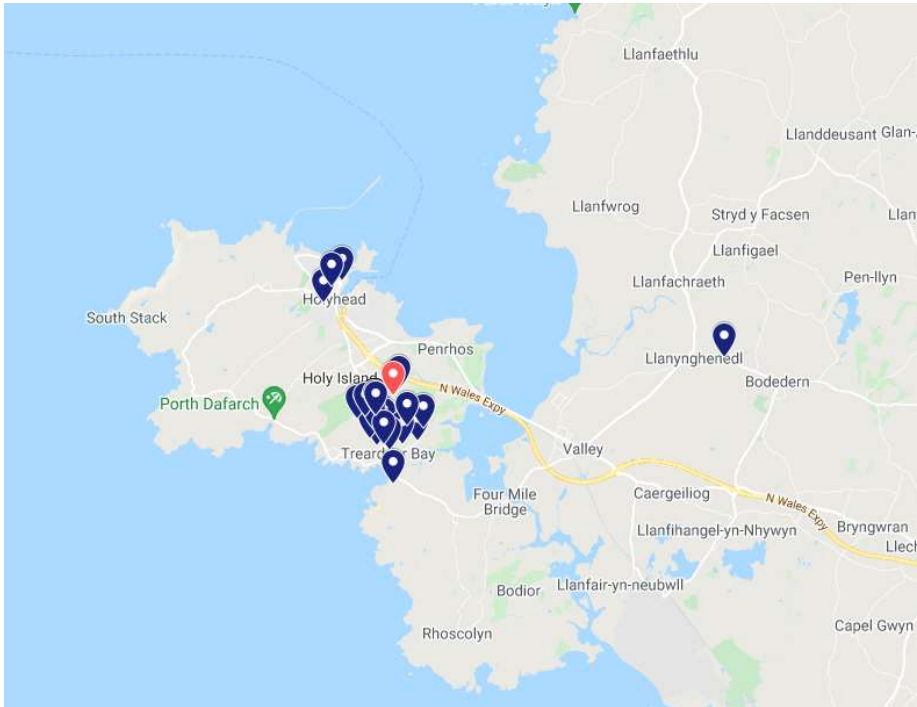


Dangosir lleoliadau'r ymatebwyr agosaf i'r ymgynghoriad cymunedol ynghylch y Safle Rheoli Ffiniau fel piniau glas yn y mapiau isod, gyda lleoliad dangosol y Safle Rheoli Ffiniau wedi'i ddynodi gan bin coch.

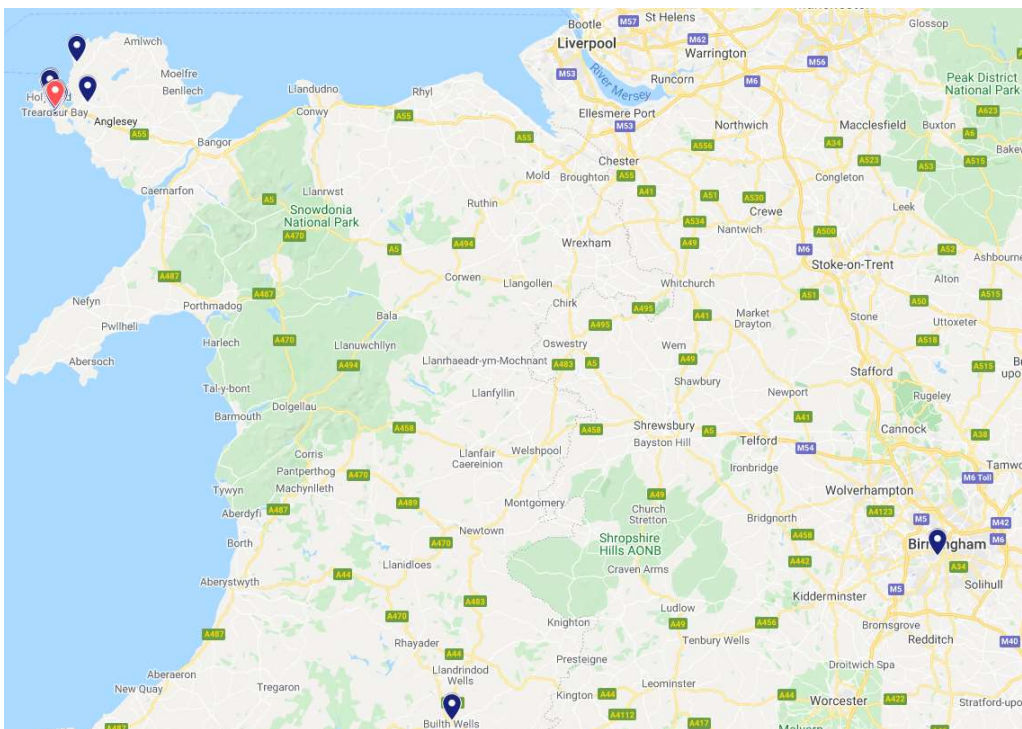
Ffigur 3.6: Lleoliadau ymatebwyr (Ynys Gybi)



Ffigur 3.7: Lleoliadau ymatebwyr (Ynys Môn)



Ffigur 3.8: Lleoliadau ymatebwyr (Pob lleoliad)



4 Casgliad

Mae'r broses wedi bod yn effeithiol o ran rhoi cyhoeddusrwydd i'r cynigion, mynd i'r afael â materion technegol a materion cynllunio a godwyd yn ystod y broses ymgynghori ac ymgysylltu anffurfiol a chyfleu'r angen am y Safle Rheoli Ffiniau i wasanaethu Porthladd Caergybi, gan ei gwneud yn bosibl i nwyddau lechydol a Ffytioechydol o'r UE barhau i gael eu derbyn.

Mae'r broses ymgysylltu ac ymgynghori ynghylch y cynigion bob amser wedi'i llywio gan Egwyddorion Gunning sy'n ymwneud ag ymgysylltu â'r cyhoedd. Mae Egwyddorion Gunning fel a ganlyn:

1. rhaid i weithgarwch ymgysylltu ddigwydd pan fo'r cynnig yn dal i fod ar gam ffurfiannol;
2. rhaid cyflwyno digon o wybodaeth am y cynnig er mwyn galluogi ystyriaeth ac ymateb deallus;
3. rhaid rhoi digon o amser i ystyried ac ymateb;
4. rhaid ystyried canlyniad gweithgarwch ymgysylltu yn gydwybodol.

Mae'r adroddiad hwn yn dangos bod gweithgareddau ymgysylltu ystyrion wedi'u cynnal ac y gellir eu dangos drwy weithgarwch ymgysylltu cynnar â'r ystod lawn o randdeiliaid a'r penderfyniad i fabwysiadu dull dylunio hyblyg. Mae gweithgarwch ymgysylltu cynnar yn y broses dylunio a chynllunio wedi'i gwneud yn bosibl i'r cynllun ddarparu ar gyfer newidiadau o ganlyniad i'r ymatebion a gafwyd.

Gellid ymgorffori gweithgarwch ymgynghori ac ymgysylltu â rhanddeiliaid technegol a ddarparodd adborth hanfodol ar gynigion dylunio cynnar a sicrhodd fod effeithiau sylweddol yn cael eu lliniaru yng nghynllun yr Amlen Gydsynio (BCP21-006-05-00) a Thaenlen Cyfyngiadau arfaethedig y Gorchymyn Datblygu Arbennig (BCP21-006-06-00).

Mae Atodiad G, 'Crynodeb o'r Broses Ddylunio', i'r adroddiad hwn yn crynhoi'r broses ddylunio fanwl sy'n sail i Daenlen Cyfyngiadau'r Gorchymyn Datblygu Arbennig a Chynllun Amlen Gydsynio'r Gorchymyn Datblygu Arbennig. Mae'r crynodeb hwn yn cynnwys newidiadau a wnaed yn ystod y broses ddylunio o ganlyniad i fireinio gofynion y cynllun a'r asesiad technegol o'r cynllun. Mae hefyd yn tynnu sylw at ble mae gweithgarwch ymgysylltu wedi effeithio'n uniongyrchol ar newidiadau i'r dyluniad, yr Amlen Gydsynio arfaethedig a therfynau arfaethedig y Gorchymyn Datblygu Arbennig.

Ceir rhagor o ymgysylltu â rhanddeiliaid a nodwyd wrth i ddyluniadau a gweithrediadau fynd yn eu blaen. Dangosir ymrwymadau a wnaed i randdeiliaid ynghylch ymgysylltu yn y dyfodol yn adran 3 o'r ddogfen hon.

Mae'r adroddiad hwn yn dangos bod y broses ymgysylltu ac ymgynghori â rhanddeiliaid a gynhaliwyd hyd yma yn cyd-fynd ag arferion gorau'r diwydiant a'i bod yn debyg o ran ei chwmpas i'r hyn sy'n ofynnol ar gyfer ceisiadau cynllunio yng Nghymru.

Atodiad A. Rhestr o'r ymgynghoreion a nodwyd ac yr ymgysylltwyd â nhw

| Sefydliad | Cyswllt | Manylion cyswllt |
|---|--|--|
| Stena Line (Port) | [REDACTED] | [REDACTED] |
| Stena Line (Operator) | [REDACTED] | [REDACTED] |
| Irish Ferries | [REDACTED] | [REDACTED] |
| Health and Safety Executive | [REDACTED] | [REDACTED] |
| North Wales Police | [REDACTED] [REDACTED] [REDACTED] [REDACTED] | [REDACTED] [REDACTED] [REDACTED] |
| North Wales Fire and Rescue Service | [REDACTED] [REDACTED] | [REDACTED] [REDACTED] |
| The Crown Premises Fire Safety Inspectorate | [REDACTED] | [REDACTED] |
| Dŵr Cymru Welsh Water | [REDACTED] | [REDACTED] |
| Welsh Ambulance Service Trust | [REDACTED] [REDACTED] | [REDACTED] [REDACTED] |
| Isle of Anglesey County Council (IACC) | [REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED] | [REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED] |
| Natural Resources / Cyfoeth Naturiol Cymru (NRW) | [REDACTED] [REDACTED] | [REDACTED] [REDACTED] |
| Cadw | [REDACTED] | [REDACTED] |
| Gwynedd Archaeological Trust / Gwynedd Archaeological Planning Service (GAPS) | [REDACTED] | [REDACTED] |
| Land and Lakes | [REDACTED] | [REDACTED] |
| Traffic Wales | [REDACTED] [REDACTED] | [REDACTED] [REDACTED] |
| North and Mid Wales Trunk Road Agent (NMWTRA) | [REDACTED] | [REDACTED] |

Atodiad B. Copïau o'r Prif Sylwadau a Dderbyniwyd gan Ymgynghoreion Technegol



Llywodraeth Cymru
Welsh Government

Plas Cefn, Unit 57, Cefn Coed
Parc Nantgarw, Cardiff CF15 7GG
Ffôn 0300 025 6000
E-bost cadw@gov.wales
www.cadw.gov.wales
0300 025 6000
cadw@gov.wales/cadw@llyw.cymru
www.cadw.gov.wales

[REDACTED]

Mott MacDonald

ibf@mottmac.com

Eich cyfeirnod
Your reference

Ein cyfeirnod

Our reference

Dyddiad

Llinell uniongyrchol
Direct line

Ebost

Email:

23 June 2021

0300 0250566

cadwplanning@gov.wales

Dear [REDACTED]

Border control post - Plot 9, Parc Cybi, Holyhead

Thank you for your email of 2 June inviting our comments on the information submitted for the above.

This advice is provided in response to a consultation in regard to a concept design for a Border Control Post (BCP) at Plot 9, Parc Cybi, Holyhead that will establish the parameters to which any future design will have to adhere to, known as a consenting envelope, when a Special Development Order (SDO) under section 59(3) of the Town and Country Planning Act 1990 is sought.

Our Senior Historic Environment Planning Officer has considered the information submitted and has provided the following assessment.

Scheduled monuments:

AN011 Trefignath Burial Chamber

AN012 Ty-Mawr Standing Stone

The proposed development area is located some 42m west of scheduled monument AN011 Trefignath Burial Chamber and some 495m southeast of scheduled monument AN012 Ty Mawr Standing Stone.

Mott MacDonald have prepared a draft design for the BCP and a report suggesting an envelope and framework for the BCP development, allowing for flexibility within certain prescribed limits. The BCP will have an adverse impact on the setting of the above scheduled monuments and the design has been prepared to reduce any adverse impact to a level that will not be significant. As such the proposed limits and constraints allowed for the detailed design of the BCP are essential in order to ensure that significant adverse impacts do not occur.

Mae Gwasanaeth Amgylchedd Hanesyddol Llywodraeth Cymru (Cadw) yn hyrwyddo gwaith cadwraeth ar gyfer amgylchedd hanesyddol Cymru a gwerthfawrogiad ohono.

The Welsh Government Historic Environment Service (Cadw) promotes the conservation and appreciation of Wales's historic environment.

Rydym yn croesawu gohebiaeth yn Gymraeg ac yn Saesneg.
We welcome correspondence in both English and Welsh.



BUDDSODDWR MEWN POBL
INVESTOR IN PEOPLE



The constraints identified by Mott MacDonald to restrict the adverse impact of the BCP on the setting of the scheduled monuments are:

- Maximum building height
- Avoidance of rocky outcrop
- Developable area
- Built form finishes
- Formulation of access/egress
- Lighting
- Landscaping
- Long-term maintenance of planting

I concur that these are the correct constraints and that the proposed limits and the rationale for them are appropriate. In my opinion, if these parameters are used in any future design of the BCP, the adverse impact of the BCP on the settings of the scheduled monuments will not be significant.

If you have any further queries please do not hesitate to contact us via cadwplanning@gov.wales

Yours sincerely



Diogelu a Pholisi/ Protection and Policy



21st June 2021

Our Ref: 0621je/D3502.01

Private and Confidential

[REDACTED]
Welsh Government BCP sites Stakeholder Engagement Team
Mott MacDonald
Stoneham Place
Stoneham Lane
Southampton
SO50 9NW

Dear James,

Pre-planning consultation: Plot 9, Parc Cybi, Holyhead

Thank you for the above consultation. As noted in your email, we have already been in discussion with your colleagues about archaeological matters associated with the proposed development, including participation in the recent heritage and landscape workshop, held virtually on 10th June 2021. As outlined in these discussions, the proposed development site has been subject to a comprehensive programme of archaeological investigation, which preceded the creation of the current temporary facility at the site. This work, undertaken by Brython Archaeology earlier this year, identified archaeological remains across the site, including a probable later prehistoric hut settlement, evidence of earlier prehistoric occupation, and post-medieval agricultural features. All the identified archaeology was fully excavated and recorded, and samples were taken from the adjoining wetland area for palaeoenvironmental analysis. While post-excavation work is ongoing, the site is now considered to be archaeologically sterile, with no requirement for further mitigation investigation in the event of future development.

The principal historic environment concern for the proposed scheme has been correctly identified as the impact upon the setting of the Trefignath Burial Chamber (scheduled monument AN011), which is opposite and to the east of the site. We acknowledge that this has been considered in the proposed design and layout from inception, and welcome the inclusion of a green buffer on this side of the site, incorporating the outcrop and new planting. This will alleviate the encroachment of built development and the visual impact to a degree; however, factors such as the height, colour, materials and lighting of the scheme must also be considered. The environmental colour assessment and cross-sections provided to date are useful in this regard, but additional illustrations (in the form of cross-sections, photomontages etc) will be necessary to show the appearance of the scheme as viewed from the monument, and enable informed assessment of the impact it may have.

As noted in the recent workshop, any off-site mitigation proposals such as planting for landscape, visual or ecological benefit, could have archaeological implications. This may be through introducing new barriers in the landscape (interrupting sightlines) or potentially disturbing buried archaeological deposits. Should such measures be considered, please contact us to establish whether any archaeological constraints may exist.

Cadeirydd/Chair - David Elis-Williams MA(Oxon), MSc, CPFA

Prif Archaeolegydd/Chief Archaeologist - Andrew Davidson, B.A., F.S.A., MCIfA

Mae Ymddiriedolaeth Archaeolegol Gwynedd yn Gwmni Cyfyngedig (Ref Cof. 1180515) ac yn Elusen (Rhif Cof. 508849)
Gwynedd Archaeological Trust is both a Limited Company (Reg No. 1180515) and a Charity (Reg No. 508849)





Craig Beuno, Ffordd y Garth, Bangor, Gwynedd LL57 2RT Ffon/Tel 01248 370926 Ffacs/Fax 01248 370925
[REDACTED] web site: www.heneb.co.uk

Similarly, we would be pleased to advise should there be scope for incorporating information about the archaeology of the site within the scheme.

Please do not hesitate to contact me with any queries regarding the above.

Yours sincerely

[REDACTED]

Senior Planning Archaeologist

Ymgysylltu ffurfiol ar ran Llywodraeth Cymru ynghylch cynlluniau ar gyfer safle rheoli ffiniau ym Mhlot 9, Parc Cybi, Caergybi

Cyfeiriaf at yr uchod ac at y wybodaeth bellach a ddarparwyd ar 2 Mehefin 2021 yn ceisio sylwadau gan Gyngor Sir Ynys Môn (CSYM) er mwyn cynorthwyo wrth ddatblygu cynigion.

Mae CSYM yn croesawu ac yn gwerthfawrogi'r cyfle a rydd yr ymgysylltu hwn ac mae'n annog Llywodraeth Cymru i sicrhau fod materion sy'n peri pryder yn lleol ac effeithiau negyddol ar dderbynyddion yn cael eu cynllunio allan, neu eu bod o leiaf yn cael eu lliniaru hyd at lefelau rhesymol.

Mae'r un mor hanfodol sicrhau y manteisir i'r eithaf ar fuddion a chyfleoedd lleol drwy greu swyddi a chyfleoedd hyfforddiant a chaffael drwy flaenoriaethu cyfleoedd yn y gadwyn gyflenwi leol lle bo'n bosib, yn ystod cyfnod adeiladu a chyfnod gweithredol y cyfleuster. Dylai'r datblygiad geisio cyflogi pobl o Ynys Môn ac anogir trafod hyn gyda'r Ganolfan Waith leol / asiantaethau cymorth cyflogaeth lleol megis MonCF.

Deallir bod defnydd arfaethedig Llywodraeth Cymru o'r safle'n cael ei ganiatáu drwy Orchymyn Datblygu Arbennig o dan adran 59(3) Deddf Cynllunio Gwlad a Thref 1990 er mwyn darparu caniatâd parhaol ar gyfer safle rheoli ffiniau.

Mae'r ymgysylltu cyfredol mewn perthynas ag 'amlen Ganiatâd' a fydd yn darparu'r fframwaith datblygu ar gyfer cais Gorchymyn Datblygu Arbennig ac mae'n nodi'r paramedrau uchaf a'r cyfyngiadau ar gyfer y datblygiad.

Mae lluniad 'Trefniant Cyffredinol' yn dangos bwriadau presennol ar gyfer dyluniad y safle wedi cael ei ddarparu ynghyd ag 'amlen ganiatâd' sy'n dangos y paramedrau y bydd rhaid i unrhyw ddyluniad diwygiedig weithio oddi mewn iddo.

Formal engagement on behalf of the Welsh Government on plans for a border control post at Plot 9, Parc Cybi, Holyhead

I refer to the above and to the further information provided on the 2 June 2021 seeking representations from the Isle of Anglesey County Council (IACC) to assist in developing proposals.

The IACC welcomes and appreciates the opportunity afforded by this engagement and urges the Welsh Government to ensure that issues of local concern and negative impacts on receptors are designed out, or as a minimum mitigated down to acceptable levels.

It is equally essential to ensure that local benefits and opportunities through job creation, training and procurement are maximised by giving priority to local supply chain opportunities where possible, during both construction and operation of the facility. The development should seek to employ people from Anglesey and discussion this with the local Job Centre / local employment support agencies such as MonCF is encouraged.

It is understood that the Welsh Government's proposed use of the site is being consented through a Special Development Order (SDO) under section 59(3) of the Town and Country Planning Act 1990 to provide a permanent consent for a border control post.

The current engagement is for a 'Consenting envelope' that will provide the framework for development for an SDO application and sets the maximum parameters and limitations for which development can occur.

A 'General Arrangement' drawing showing current intentions for site design has been provided and a 'consenting envelope' that shows the parameters to which any altered design must work within.

Er bod dyluniad y safle wedi datblygu dros gyfnod o fisoedd, nodir y gallai newid eto yn dilyn adborth technegol bellach gan randdeiliaid a mewnbwn gan ddarpar adeiladwyr a gweithredwyr y safle. Yn y cyswllt hwn, byddai CSYM yn gwerthfawrogi pe bai'r dull cydweithredol a fabwysiadwyd hyd yma yn parhau.

Yn dilyn trafodaethau gyda swyddogion CSYM yn ddiweddar mewn gweithdy pwnc penodol i adolygu'r amlen ganiatâd, dyluniad cyfredol y safle ac i rannu canfyddiadau asesiadau technegol a gyflawnwyd hyd yma, gellir crynhoi sylwadau swyddogion ar y meysydd pwnc fel a ganlyn;

Ecoleg/Bioamrywiaeth

Er na chanfu arolwg ar y safle a'r cyffiniau unrhyw dystiolaeth o fadfallod cribog, dylid cynnwys rhai nodweddion gwella cynefin sy'n addas ar gyfer y rhywogaeth hon yn y gwaith tirlunio. Er enghraifft, rhai pyllau bach na fydd yn rhan o'r systemau draenio cynaliadwy (SuDS).

Yn yr un modd, dylid cynnwys rhai buddion ar gyfer ymlusgiaid yn y gwaith tirlunio, er enghraifft, gwella cynefinoedd i gysylltu neu i fod yn 'gerrig camu' rhwng dwy ardal neu fwy sydd â photensial ar gyfer ymlusgiaid ar hyn o bryd.

Mae'n bwysig fod yr holl nodweddion tirwedd sy'n berthnasol i fioamrywiaeth yn cael eu rheoli drwy gydol oes y cynnig, ac nid am y 15 mlynedd sy'n cael ei gynnig ar hyn o bryd. Nid yw gofynion Deddf Amgylchedd Cymru ar gyfer gwarchod a gwella bioamrywiaeth yn pennu cyfyngiadau amser ac mae angen ymrwymiad hirdymor.

Tirwedd

Er nad yw CSYM wedi gweld yr Asesiad o'r Dirwedd a'r Effaith Weledol a baratowyd, gwneir y sylwadau a ganlyn;

It is noted that whilst the site design has evolved over the months, it could still change following further technical stakeholder feedback and input from future site constructors and operators. In this respect, the IACC would appreciate if the collaborative approach adopted thus far continues.

Following recent topic specific workshop discussions with IACC officers to review the consenting envelope, current site design and communicate the findings of technical assessments undertaken thus far, the officer comments on these topic areas can be summarised as follows;

Ecology/ Biodiversity

Even though survey on and near to the site has not found evidence of crested newts, some habitat enhancement features suitable for this species should be included in the landscaping. For example, some small ponds which will not be part of Sustainable Drainage systems (SuDS)

Likewise, some benefits in landscaping for reptiles should be included, for example habitat improvement to link or act as 'stepping stones' between two or more areas which currently have reptile potential.

It is important that all biodiversity-relevant landscape features are to be subject to conservation management for the lifetime of the proposal, and not the 15 years currently proposed. The Environment Wales Act requirements for conserving and enhancing biodiversity does not specify time limits and a long-term commitment is required.

Landscape

Whilst the IACC have not had sight of the Landscape and Visual Impact Assessment (LVIA) that has been prepared the following comments are made;

Mewn perthynas â thriniaethau ar gyfer y ffensys o gwmpas ffiniau'r safle: cytuno gyda defnyddio Asesiad Amgylcheddol o Liwiau er mwyn helpu i benderfynu ar liw/gorffeniad: gallai pren sydd ag ôl tywydd naturiol arno fod yn dderbyniol hefyd. Awgrymwyd uchder o 4m ar gyfer y ffens acwstig a ddangosir ar y lluniadau croestoriad (nid yw'n cael ei ddangos ar 100100493-MMD-XX-DR-AR-0001 DRAFT P01.8) ac ar yr uchder hwn, byddai gwaith tirlunio o bosib yn effeithiol i guddio'r ffens dros gyfnod hwy o amser.

Gorffeniadau ffurfiau adeiledig: cynhaliwyd Asesiad Amgylcheddol o Liwiau ac mae wedi nodi ystod o liwiau addas. Mae'n well gan CSYM liwiau tywyllach, oddi fewn i'r ystod a nodwyd fel rhai dangosol/addas ar gyfer yr ardal, ac yn arbennig y to. Dylid defnyddio gorffeniad di-sglein ar gyfer toeau er mwyn osgoi llewyrch. Gellid defnyddio ystod o liwiau i leihau effaith mas o adeiladau mewn golygfeydd lleol.

Goleuadau: mae angen osgoi llygredd golau a fyddai, o'i gyfuno â'r llinell sylfaen, yn ychwanegu mewn ffordd annerbyniol at effeithiau andwyol ar gymeriad yr ardal oddi mewn i'r AHNE, neu ymddangosiad y safle o ystod o dderbynyddion gan gynnwys rhai preswyl.

Tirlunio: bydd angen ei reoli yn yr hirdymor os yw am fod yn effeithiol o ran lleihau effeithiau. Byddai lledu'r glustog arfaethedig yn cynyddu'r potensial iddi leihau effeithiau gweledol. Fodd bynnag, ni fydd hyn yn digwydd mewn cyfnod amser rhesymol fel y byddai effeithiau andwyol sylweddol pe byddent yn cael eu nodi yn yr Asesiad o'r Dirwedd ac Effeithiau Gweledol yn cael eu gostwng i lefel ganolig.

Mae adran 1.2 yn nodi y bydd yr asesiad amgylcheddol ar gyfer y Gorchymyn Datblygu Arbennig yn darparu tystiolaeth na fydd y cynnig yn cael effeithiau amgylcheddol sylweddol. Mae'r atodiad yn nodi *bod 'cadw a gwella'r bwnd â*

In respect of fencing boundary treatments: agree with use of Environmental Colour Assessment (ECA) to help determine colour/finish: naturally weathered timber may also be acceptable. A height of 4 metres was suggested for the acoustic fence shown on the cross section drawings (it is not shown on 100100493-MMD-XX-DR-AR-0001 DRAFT P01.8) and at this height, landscaping would potentially provide effective screening for the fence within a longer timeframe.

Built form finishes: an ECA has been carried out and has indicated a range of suitable colour finishes. The IACC preference is for darker colours, within the range identified as indicative/suitable for the area particularly for the roof. Matt finishes should be used for the roof use to be used to avoid glare. A range of colours could be used to reduce the effect of building mass in localised views.

Lighting: needs to avoid light pollution such that it would in combination with the baseline add unacceptably to adverse effects on the character of the area within the AONB, or the appearance of the site from a range of receptors including residential ones.

Landscaping: will require long-term management if it to be effective in reducing effects. Widening the buffer as proposed will increase the potential for it to reduce visual effects; however, this will not occur within a reasonable timeframe such that substantial adverse effects, if identified in the LVA would be reduced to medium.

Section 1.2 notes that the environmental assessment for the SDO will evidence that the proposal will not result in significant environmental effects. The appendix notes that *'the retention and enhancement of the existing vegetated*

llystyfiant arno sydd eisoes yn bodoli yn hanfodol i leihau effeithiau niweidiol sylweddol i dderbynyddion gweledol. Heb weld yr Asesiad o'r Dirwedd a'r Effeithiau Gweledol, nid yw'n eglur a nodwyd effeithiau sylweddol i olygfeydd gerllaw dderbynyddion preswyl ac a yw pwysau priodol yn cael ei roi i fesurau lliniaru yn gysylltiedig â'r dirwedd i leihau effeithiau.

Systemau Draenio Cynaliadwy (SuDS)

Er nad yw'r broses Corff Cymeradwyo Systemau Draenio Cynaliadwy (SAB) wedi'i chynnwys yn y broses Gorchymyn Datblygu Arbennig, mae Ymgynghoriaeth Gwynedd, YGC, wedi gweld y 'Trefniant Cyffredinol' ac wedi gwneud y sylwadau a ganlyn;

Mae'n dangos prif nodweddion system ddraenio gynaliadwy, casglu dŵr, lleiniau hidlo, pantiau, pyllau arafu ac ati, ond mae angen mwy o fanylion ynghylch dyluniad y system ddraenio e.e. manylion rheoli gollyngiadau o lwythi trelar a gwahanwyr olew a thanwydd ac ati, ond ar y cyfan, mae'r dyluniad safle hwn yn cyd-fynd â thrafodaethau blaenorol.

Gwarchod y Cyhoedd.

Dylai'r Rhwystr Acwstig 5m arfaethedig fod â dwysedd o >25kg/m² o leiaf a dylai fod yn 'amsugol' yn hytrach nag yn 'adlewyrchol'. Deallir mai dyma yw'r opsiwn a ffafrir.

Argymhellir defnyddio Hysbysiadau Caniatâd Ymlaen Llaw Adran 61 (o dan Ddeddf Rheoli Llygredd 1974) (fel y defnyddiwyd wrth adeiladu'r cyfleuster stacio lorïau presennol). Bydd hyn yn caniatáu rheoli dyddiadau ac amseroedd gweithredu, rhestru cyfarpar sy'n cynhyrchu sŵn ac yn caniatáu i'r datblygwr gytuno ar baramedrau gweithredu.

Ni ragwelir bod problemau o ran ansawdd aer ar y safle; naill ai yn ystod y cyfnod gweithredu na'r cyfnod adeiladu.

bund is essential to reduce significant adverse effects to visual receptors'. Without seeing the LVA, it is unclear whether significant effects to viewpoints close to residential receptors have been identified and whether appropriate weight is being given to landscape mitigation to reduce effects.

Sustainable Drainage systems (SuDS).

Whilst the SuDS Approving Body (SAB) process lies outside the SDO process Gwynedd Consultancy YGC have had sight of the 'General Arrangement' drawing and have commented that;

It shows the main SuDS features, water harvesting, filter strips, swales, attenuation ponds and so on, more detail to the drainage design needed e.g. details of trailer load spillage control and oil and fuel separators and so on, but for the most part, this site design is in line with previous discussions.

Public Protection.

The proposed 5m Acoustic Barrier should be a minimum density of >25kg/m² and 'absorptive' rather than 'reflective'. It is understood that this is the preferred option.

The use of a Section 61 Prior Consent Notice's (under the Control of Pollution Act 1974) is advocated (as used during the construction of the current HGV stacking facility). This will enable control over operational dates and times, lists noise making equipment and allows the developer to agree operating parameters.

It is not anticipated that there are issues with air quality at the site; either during operational use or construction.

Mae angen cytuno ar Gynllun Rheoli Amgylcheddol Adeiladu (CEMP) sydd yn manylu ar fesurau i reoli sŵn, dirgryniad, goleuni a llwch ac ati.

Priffyrdd a Thraffig.

Gan ystyried safon y rhwydwaith priffyrdd rhwng y A55 ar safle arfaethedig nid oes yna bryderon mawr gan yr Awdurdod Priffyrdd. Yn ogystal mae nifer o symudiadau traffig (cynnwys staff a lorïau/faniau y bydd yn cael eu harchwilio) yn gymharol isel ac wedi eu gwasgaru dros gyfnod o 24 awr.

Cyflwynwyd sylwadau penodol eisoes yn ymwneud a'r Datganiad Trafnidiaeth Drafft a'r Cynllun Teithio Amlinellol Drafft.

Aelodau Lleol.

Yn ogystal â'r sesiynau gweithdy y cyfeiriwyd atynt yn flaenorol gyda swyddogion, cynhaliodd y Prif Swyddog Cynllunio sesiwn briffio mewnol gydag aelodau lleol Caergybi ac Ynys Cybi ar 11 Mehefin 2021.

Yn ogystal â'r materion a amlygwyd yn flaenorol gan aelodau yn y sesiwn briffio a gynhaliwyd gan Lywodraeth Cymru ar 24 Mawrth 2021, codwyd y materion ychwanegol a ganlyn;

Ceisiodd aelodau gadarnhad bod angen hirdymor yn bodoli ar gyfer y cyfleuster hwn a chwestiynwyd y bwriadau o ran defnyddio'r safle yn y dyfodol.

Roedd pryder ynghylch graddfa'r cynigion cychwynnol a pham nad oedd dull mwy cynyddol neu gam wrth gam mewn ymateb i alw yn cael ei argymhell?

Nodwyd bod yr amserlenni presennol ar gyfer y gwaith adeiladu a'r safle'n dod yn llwyr weithredol yn awgrymu y byddai angen rhyw fath o drefniadau 'interim'; beth yw'r trefniadau hyn?

A Construction Environmental Management Plan (CEMP) needs to be agreed that details measures for the control of noise, vibration, light and dust etc.

Highways and traffic.

When considering the quality of the highway network between the site and the A55 there are no major concerns from a Highway Authority perspective. In addition, the number of traffic movements (including HGVs/vans that will be inspected) are relatively low and dispersed over a 24 hour period.

Specific comments relating to the Draft Transport Statement and Draft Outline Travel Plan have already been submitted under separate cover.

Local Members.

In addition to the aforementioned workshop sessions with officers the Chief Planning Officer undertook an internal briefing session with the Holyhead and Ynys Cybi local members on the 11th June 2021.

In addition to the matters previously highlighted by members at the briefing session held by the Welsh Government on the 24th March 2021 the following additional matters were raised;

Members sought confirmation that a long term need for this facility existed and questioned future intentions for the use of the site.

There was concern at the initial scale of proposals and why a more incremental or phased approach in response to demand was not proposed?

It was noted that current timeframes for construction work and the site becoming fully operational indicated that some form of 'interim' arrangements would be required; what are these?

Mae llifogydd a dŵr yn llifo i eiddo cyfagos yn parhau i fod yn bryder ac mae angen ei liniaru.

Mae'n bwysig bod hwn yn cael ei weld fel 'safle Gwyrdd'; o ran dulliau adeiladu a manylebau ac yn ystod y cyfnod gweithredol e.e. pwyntiau gwefru ar gyfer cerbydau tanwydd dwbl.

I gau gellir gadarnhau fod CSYM yn cefnogi'r egwyddor o greu'r Safle Rheoli Ffiniau ym Mharc Cybi. Fodd bynnag, fel y gwyddoch mynegwyd nifer o amheuon a phryderon eisoes gan swyddogion ac aelodau fel ei gilydd.

Ar y cyfan, maent yn canolbwyntio ar yr effeithiau uniongyrchol ar yr eiddo preswyl sy'n agos at y safle.

Mae angen cymryd effeithiau ehangach i ystyriaeth hefyd. Maent yn cynnwys (ond nid ydynt wedi'u cyfyngu i): goleuo, sŵn, llygredd, draenio, amwynder gweledol, integreiddio â'r dirwedd, ecoleg, rheoli traffig a manteisio i'r eithaf ar fuddion economaidd.

Mae'r pryderon a'r amheuon hyn yn parhau ac mae CSYM yn ystyried ei bod yn hanfodol bod y cais Gorchymyn Datblygu Arbennig yn ymateb yn gadarnhaol iddynt ac yn mynd i'r afael â'r materion a godwyd wrth osod paramedrau'r datblygiad.

Mae disgwyliad clir mai dyma fydd yr achos ac y byddant yn cael eu hymgorffori yn eich adroddiad ymgysylltu a fydd yn cael ei gynnwys gyda'r cynigion safle penodol a gyflwynir i Weinidogion Cymru.

Gofynnir hefyd bod CSYM a phreswylwyr lleol yn derbyn diweddariadau rheolaidd wrth i ddatblygiadau ar y safle fynd rhagddynt.

Flooding and runoff to neighbouring properties remains a concern and needs to be mitigated.

It is important that this is seen as a 'Green site'; in terms of building construction and specification and during the operational phase e.g. charging points for dual fuel vehicles.

To close, it can be confirmed that the IACC supports the principle of creating the Border Control Point (BCP) at Parc Cybi, however, as you will be aware a number of reservations and concerns have previously have expressed by officers and local members alike.

In the main they are focused on the direct impacts on the residential properties in the immediate vicinity of the site.

In addition, there are also wider impacts to be taken into account, these include (but not limited to): lighting, noise, pollution, drainage, visual amenity, landscape integration, ecology, traffic management and maximising socio economic benefits.

These concerns and reservations remain and the IACC considers that it is imperative that the SDO application responds positively and addresses the issues raised when setting out the development parameters.

There is a clear expectation that this will be the case and are incorporated within your engagement report that will accompany the submission of site-specific proposals to Welsh Ministers.

It is also requested that as developments at the site progress the IACC and local residents receive regular updates.



**LAND
& LAKES**
Developing Legacies

Welsh Government BCP Stakeholder Engagement Team,
Mott MacDonald Ltd,
Stoneham Place,
Stoneham Lane,
Southampton.
SO50 9NW

Date: 22 June 2021

Dear Sir / Madam,

Welsh Government plans for a Border Control Post at Plot 9, Parc Cybi, Holyhead, Anglesey.

I write on behalf of Land and Lakes (Anglesey) Ltd (Land and Lakes) as owners of land adjoining and nearby Plot 9, Parc Cybi, Holyhead. This follows initial correspondence with James Gradwell and Ria Monckton of the BCP Stakeholder Engagement Team during the last month.

Detailed information regarding our landholding and concerns has been provided to Mr Gradwell, which has been responded to pro-actively, however we wish to formally record our concerns which we hope will be taken into account within the terms of approval to the above development proposals.

For information in brief; Land and Lakes own land to the south-east and north-west of Parc Cybi, also land further to the south east at Cae Glas and Penrhos. This landholding was previously owned by Anglesey Aluminium Metals Ltd until August 2016. Our landholding is subject to a consented development approval (46C427K/TR/EIA/ECON) granted in April 2016 for development of Leisure, Accommodation and Housing uses. Land at Cae Glas, to the south east of Parc Cybi is consented for use as leisure accommodation. This land is to be accessed via the existing road system through Parc Cybi, accessing our development site from the southern roundabout, adjoining Plot 9.

Our concerns are;

1. Surface Water run-off;

Land and Lakes own land to the south - east of Plot 9, Parc Cybi, including the field surrounding the Trefignath Burial Chamber (Historic Monument). To the south eastern boundary of this field, adjoining woodland also within our ownership, sits a watercourse. To the north-eastern boundary of this field sits the A55 Expressway. This watercourse drains into a culvert constructed below the A55, discharging via a ditch and further culvert below the Network Rail line, into a culverted surface water system within the Orthios development site (previously the Anglesey Aluminium smelting site), eventually discharging to the sea at Penrhos beach.

Land and Lakes previously commissioned consultants to undertake an assessment of the surface water system to understand risks in connection with rainwater disposal to our land at Cae Glas. This study identified the land area drained by the stream referred to above, which includes practically the whole area of Plot 9 within Parc Cybi. (We have previously provided plans of the surface water system extracted from our assessment, which we will issue in full if of use, upon request.)

Our concern in this matter is that the capacity of this watercourse is restricted to the capacity of the culverted system discharging from our land. Our development proposals are restricted to 'green field' run-

off, requiring on site attenuation to manage periods of flood and to mitigate run-off from buildings and hard surfacing. We must request that similar restrictions are proposed and applied to the surface water system serving Plot 9, as this currently undeveloped site will, it appears, be subject to substantial hard-surfacing and building footprint – accelerating surface water run-off from the whole site.

Mr Gradwell has provided re-assurance in this matter, however we request adequate information is provided, inclusive of calculations, to verify that the proposed development of Plot 9 will not increase surface water run-off from that existing.

2. Visual impact;

As described above, Plot 9 adjoins the route which will serve our consented leisure accommodation development at Cae Glas. We note the intention to screen plant the boundary of Plot 9 to minimise the visual impact of the buildings and operation of the Border Control Post use of this site. Our concerns are in respect of timing and future maintenance of this screen planting. We would expect within the development approval there to be restrictions to require the boundary screen planting to be installed as a preliminary phase of the development works – to maximise the density and effect of this planting at commencement of use of the site, plus require that this planting is fully maintained, including any necessary re-planting, for the duration of the use (in perpetuity) of this site as the Border Control Post.

Our landholding includes the nearby Trefignath Burial Chamber, whose setting will be impacted by the use proposed for Plot, as recognised within the assessments we have been provided with. This historic monument should not be disregarded and further reinforces the need for the above obligations.

3. Noise and Light pollution;

As confirmed by the proposal documents provided, the proposed Border Control Post is anticipated to operate on a 24/7 basis. It will therefore be a source of noise and artificial light impacting upon surrounding occupiers that does not exist at present.

Our concern is the potential impact upon our consented leisure project. We understand these issues are under consideration within the development proposals, but would expect that specific restrictions are imposed with the development approval regard maximum noise and light levels, reflecting the hours of operation of this facility.

4. Road system capacity;

Also as explained above, our consented leisure accommodation site at Cae Glas is planned to be served by the road network through Parc Cybi, to avoid overloading local roads. Our understanding from the proposal documents provided is the Border Control Post will serve up to 40 haulage vehicles per day.

Our concern in this matter is in respect of further growth in use of this site, potentially impacting on the Parc Cybi road system, which if blocked by waiting haulage vehicles, will cause delay and disruption on the road system.


Re-assurance would be provided by inclusion of a maximum operating capacity for the site, as a restriction within the development approval.

I would be grateful for confirmation that these issues are considered in detail during the further assessment of the proposal to use Plot 9 in this manner, and I request that we are notified of the resulting considerations within the development approval, should that be achieved.

Should any further detail or clarification be required, please contact myself as below.

Yours Sincerely,

A handwritten signature in black ink, appearing to be 'R. Sidi', written in a cursive style.


Project Director,
Land & Lakes (Anglesey) Ltd.

CC:
Richard Sidi, Chief Executive, Land and Lakes (Anglesey) Ltd.

Maes Y Ffynnon,
Penrhosgarnedd,
Bangor,
Gwynedd
LL572DW

ebost/email:
northplanning@cyfoethnaturiolcymru.gov.uk

██████████
Welsh Government BCP Sites Stakeholder Engagement Lead
Mott MacDonald
Stoneham Place
Stoneham Lane
Southampton
SO50 9NW

22/06/2021

For the attention of: Welsh Government BCP Sites Stakeholder Engagement Team

Dear ██████████

SPECIAL DEVELOPMENT ORDER (SDO) UNDER SECTION 59(3) OF THE TOWN AND COUNTRY PLANNING ACT 1990

STAGE B CONSULTATION

BWRIAD / PROPOSAL: BORDER CONTROL POST FACILITY

LLEOLIAD / LOCATION: PLOT 9, PARC CYBI, HOLYHEAD

Thank you for consulting Cyfoeth Naturiol Cymru / Natural Resources Wales about the above, which we received on 2/6/2021. We have reviewed the information provided within the Stage B report (Mott Macdonald, dated May 2021), including the SDO Limits and Constraints table.

Please note that our comments are without prejudice to any comments we may wish to make when consulted as part of the SDO process or on the submission of more detailed information. At the time of any application there may be new information available which we will need to take into account in making a formal response.

Protected Landscapes

The proposal is located within the Isle of Anglesey Area of Outstanding Natural Beauty (AONB), within Landscape Character Area 2: Holy Island, as defined in the Anglesey Landscape Strategy Update 2011. Our advice relates to the potential impacts on the AONB.

Further to our previous consultation advice on 13/4/2021 (CAS-142403-Z5J8), we note that this Stage B consultation includes an SDO Limits and Constraints table which details parameters, some of which relate to minimising landscape impacts. However, we advise that further information is required on the following aspects.

Planting scheme

We advise that you should seek clarification on the soil amelioration and establishment techniques, along with the proposed species mix, in relation to the 10m landscape buffer to the west and south. The nature of the cleared site indicates that the ground in the areas for planting is potentially compacted. This clarification is required in order to demonstrate that the planting scheme within the 10m buffer will be effective.

Environmental Colour Assessment (ECA)

We welcome the production of an ECA but, as outlined in the meeting on 10/6/2021, we advise that you reconsider the very pale colour palette selected for the building roofs.

The assessment follows the general principles outlined in the NRW ECA Paper and the Landscape Institute Environmental Colour Assessment TIN 04/2018 in identifying the colour palette of the existing landscape and of existing buildings, but does not set out the scope of the assessment or explain how the chosen palette for the buildings, and particularly the roofs have been arrived at.

As noted at section 4.2 of the ECA, the site lies within the Anglesey AONB and whilst the site itself forms part of the industrial estate, adjacent landscapes of high value lie to the south and west. The buildings are likely to be visible from the adjacent higher sensitivity landscape within the AONB to the south, west and north west, where the land rises and there would be views looking down to the site.

The assessment notes at section 5.3, that the baseline colours of the landscape are muted browns and greens, moss greens and grey blues with some accent colours such as the yellow gorse when in flower.

The Built Environment section at 6.0 notes the high visibility of the white cuboid Premier Inn and Roadking red tile and white roof, the bright blue of the football ground, varying colours of the Penrhos Industrial Estate and the pale grey colours of the Aluminium works. All these buildings stand out within the landscape, rather than integrating, as illustrated in the accompanying photos. The white walls of traditional properties also stand out and to a lesser extent the pale grey of the historic windmill, however it is noticeable that the slate roofs tend to blend into the landscape background.

The ECA Recommendations at 7.0 notes that the roofscape will be highly visible until the mitigation matures and that residential areas are at a higher elevation. The proposals are large scale industrial buildings up to 15m tall, and even with mitigation, given the difficulties of establishment and the views from higher ground, will in all likelihood continue to be highly visible in the long term.

The recommendations state that, in order to reduce adverse effects as much as possible, the palette has been chosen to be “*recessive colours designed to integrate the buildings into the wider landscape*”. However, very pale colours have been selected for the roofs, which will not be recessive, but will stand out, as illustrated in section 6.0. These colours appear to have been selected from the existing industrial and commercial buildings which do not integrate with the surrounding landscape.

The choice of roof colours is at odds with the colour palette of the landscape and would not help to integrate the buildings, but rather, make them stand out. The palette for the walls seems more appropriate to the muted greens, greys and browns described. The majority of views appear to be looking down or across to the buildings, not up at roofs against the sky. The difficulty of integrating against a background context of sky is referenced in 4.19 of the LI TIN, along with the use of dark tones and matt finishes for steel roofs at 4.17 and the tendency for built form surface colours to appear brighter in the landscape (4.19).

Given the siting within the AONB, the aim should be to integrate with the surrounding landscape, rather than increase visual impact by selecting colours from existing industrial and commercial buildings which already have an adverse visual impact. We advise that the colour palette for the roofs should be reconsidered to reflect the muted landscape colours and tones and minimise the visual impact of the buildings.

The Malvern Hills AONB [guidance](#) provides useful information to assist consideration of colour in the landscape, addressing many of the points above.

The Gower AONB Design Guide provides helpful guidance on colours and materials, including B6 Agricultural buildings and C6 Commercial & tourism: “*Glossy or reflective materials and light colours should be avoided generally, particularly on roofs. Roofs should seek to use non-reflective/matt finishes & be darker in colour than the walls*”.

Following further information with regard to the above points, we look forward to further discussions with you with regard to securing all required landscape mitigation measures within the Limits and Constraints table, prior to you progressing to Stage C.

Foul drainage

As detailed in our consultation response on 13/4/2021, Welsh Government Circular 008/2018 on the use of private sewerage in new developments, and specifically paragraphs 2.3-2.5, stress the first presumption must be to provide a system of foul drainage discharging into a public sewer.

Although no information has been included within the Limits and Constraints table to confirm that the proposal will connect to the mains sewer, we are in receipt of further information (email from Richard Morris, 16/6/2021) that confirms that the proposal will connect domestic foul water to the mains sewer. The email also stated that trade wastewater (from the inspection areas) will also connect to the mains sewer, unless the effluent fails contaminant testing in which case the effluent will be removed by tanker. We advise that the information

contained within the email should be secured within the Limits and Constraints table. We look forward to further discussions with you with regard to securing appropriate mitigation measures within the Limits and Constraints table, prior to you progressing to Stage C

Protected Species

In our consultation response dated 13/4/2021, we advised that you should assess direct and indirect impacts on protected species during both the construction and operational phases (including maintenance works). We also advised that any necessary mitigation measures should be identified.

We note that surveys have been undertaken with respect to great crested newts and water voles. In our meeting on 16/6/2021 you stated that no evidence of the presence of these protected species was found, however we note that the survey report has not been issued to date. We can provide further advice once in receipt of the protected species survey report and can advise on any measures that would need to be secured in the Limits table with respect to protected species.

Biosecurity

In our previous response we advised that you should detail measures to control, remove or for the long-term management of invasive species both during construction and operation. We also highlighted that details of biosecurity measures to be implemented during operation should include the animal and plants that are to be inspected at the facility.

We note that no information is provided within the Limits and Constraints table demonstrating how these biosecurity measures will be secured. We advise that a commitment to undertake the above is included within an updated table. We can provide further advice prior to Stage C on the drafting of suitable wording to secure these measures.

Protected Sites

We are satisfied that, subject to adherence to standard pollution prevention measures, that the development will not have adverse effects on any designated nature conservation site.

Waste

We refer you to our advice above (foul drainage) with respect to waste effluent from the development.

As highlighted in our previous response on 13/4/2021, we recommend the developer/operator be aware of the following during construction/operation:

- Any waste arising from the construction of the facility is deemed 'controlled waste' and subject UK to waste legislation. Waste arising from the construction will need to go to a site with an appropriate environmental permit using a registered waste carrier. Records of waste movements will need to be kept for a minimum of two years in the

form of waste transfer notes of hazardous waste consignment notes, depending on the waste type.

- Waste arising from the operation of the facility is also deemed controlled waste and subject to UK waste legislation. The operator will need to commit to following/implementing Waste Classification Technical Guidance WM3 'guidance on the classification and assessment of waste' for waste arising from operating the facility. Waste will need to be consigned with the correct waste code to a site with an appropriate environmental permit. Records of waste movements need to be kept for a minimum of two years in the form of waste transfer notes or hazardous waste consignment notes, depending on the waste type.


Other Matters

Our comments above only relate specifically to matters included on our checklist, *Development Planning Advisory Service: Consultation Topics* (September 2018), which is published on our [website](#). We have not considered potential effects on other matters and do not rule out the potential for the proposed development to affect other interests.

We advise you that, in addition to planning permission, it is your responsibility to ensure that you secure all other permits/consents/licences relevant to the development. Please refer to our [website](#) for further details.

If you have any queries on the above, please do not hesitate to contact us.

Yn gywir / Yours faithfully


Uwch-gynghorydd - Cynllunio Datblygu / Senior Advisor - Development Planning
Cyfoeth Naturiol Cymru / Natural Resources Wales

From: [REDACTED]
Sent: 21 June 2021 13:41
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Reminder - Formal engagement period for Welsh Government plans for a border control post at Plot 9, Parc Cybi, Holyhead

Afternoon [REDACTED]

Many thanks for the attached.

I'm replying on behalf of Stena Line Ports and the 2 ferry operators who use Holyhead Port, Irish ferries and Stena Line (Ferries) whom I have also copied in on this reply.

The only current question is have the planners modelled the forecast throughput and satisfied themselves that the capacity of the BCP and the access/egress arrangements are sufficient? Is there additional or overflow parking required?

Best Regards,



[REDACTED]
Head of UK Port Authorities

Stena Line
Stena House, Station Approach, Holyhead, LL65 1DQ

[REDACTED]

From: [REDACTED]
Sent: 24 June 2021 15:02
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Transport Workshop - Welsh Government plans for a border control post at Plot 9, Parc Cybi, Holyhead

Afternoon All,

Further to our meeting on Tuesday (22/06/21) this week please find the following as our (Welsh Government Transport Division, North and Mid Wales Trunk Road Agent (NMWTRA) & UK Highways) formal response to the information submitted to date:-

Transport Statement (T.A.) and Travel Plan

1. An assessment of J.2 of the A55 is necessary to determine what impact the proposed development has on the junction, this will need to include all existing developments and all approved planning applications which use J.2. The assessment should be run at opening date and an appropriate future year date to accommodate future year traffic levels. The assessment needs to determine the current working parameters of J.2 and, if required, any trigger points for mitigation measures which may need to be implemented as part of the project if the junction is discovered to be at/over capacity.
2. Merge and diverge assessment to determine the impact on slip-roads and main-line carriageways.
3. The T.A. should make reference to the environmental sites which stem from the A55 DBFO contract across Anglesey, some of which are positioned in close proximity to the proposed site at Parc Cybi.
4. The T.A. needs to include or make reference to an emergency or incident management plan, with input from all the blue light services.

Additional Comments

The Parc Cybi Plot 9 site is very sensitive to noise, visual, light and smell pollutions due to the position of the neighbouring properties, I presume appropriate assessments will be undertaken to determine the most appropriate mitigation measures, if required?

If you require further information or clarification, please do not hesitate to contact me.

Regards

[REDACTED]
Rheolwr Ardal Gogledd-orllewin Cymru / Area Manager North West Wales
Is-adran Rheoli'r Rhwydwaith - Network Management Division
Trafnidiaeth / Transport
Seilwaith yr Economi / Economic Infrastructure
Llywodraeth Cymru / Welsh Government, Sam Mynach, Llandudno Junction, LL31 9RZ Ffôn /

In the Economic Infrastructure department, we set meeting times to a limit of 45 minutes to allow for breaks between meetings. Therefore we may propose new times to accommodate this. It would be appreciated if you could bear this in mind when scheduling.

Yn yr adran Seilwaith yr Economi, fe wnaethom osod terfyn o 45 munud i hyd cyfarfodydd i ganiatáu seibiannau rhwng y cyfarfodydd. Efallai y byddwn felly yn cynnig amseroedd newydd i ddarparu ar gyfer hyn. Byddem yn gwerthfawrogi pe gallech gofio hyn wrth amserlennu.

From: [REDACTED]
Sent: 25 June 2021 16:24
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Parc Cybi Development - Impact on J2 and ecology

Dear All,

I wasn't clear on the due date for comments from stakeholders and whom exactly to issue the comments to, I therefore issue the below draft comments today to all. These comments are from WG Development Control department only. If anyone wishes to discuss any aspect of these comments please feel free to contact me.

I refer to your consultation regarding the above application, and advise that the Welsh Government as highway authority for the A55 trunk road directs that planning permission is not granted at this time as the applicant has provided insufficient information to determine the application.

The applicant must provide the following information to support this application or resubmit the application with the following details;

- 1. Capacity assessment of junction 2 of A55 is required to review HGV impact on the junction with the matter of HGV's being ushered to the site in a platoon / convoy manner due to arriving by ship. Queue lengths backing onto the main carriageway of the A55 is the key safety issue to understand;*
- 2. Impact on Active Travel / pedestrian safety at Junction 2 due to material increase in HGV traffic must be reviewed;*
- 3. Section 2.6.1 states "Upon meeting the Interchange, there is a clear absence of pedestrian safety measures when crossing over the A55 toward Penrhos Industrial Estate as demonstrated in Figure 2.14, showing a 50mph speed limit immediately before the crossing point" this states there is absence of safety measures but there is an uncontrolled crossing, the TA should be reviewed and highlight areas where improvements are required on safety grounds due to increased HGV movements to existing or absent pedestrian and/or cycle facilities. Improvements must align with Active Travel Wales Act.*
- 4. Review of RRS RA may be required, due to change in HGV traffic volume, to determine if any upgrade in provision is required;*
- 5. RTC review area must be increased to understand if there are any matters to highlight on approach roads to J2, details of RTC must also be understood to enable full review to be completed i.e. are all RTC the same or all different?*
- 6. Details on bilingual, Welsh above English, directional signage between the SRN and proposed development is required along with an impact assessment on existing signage?*
- 7. Confirmation required that TS aligns with required standards especially: Active Travel Wales Act. and Llwybr Newydd WTS.*

Advisory Matters:

How would a HGV or other vehicle be able to access the site, turn round and exit in a forward gear if site is closed or the vehicle is not required to access site?

How are cyclists to access the site from the local cycle network?

Is the site boundary fence at back of pavement and how does this align with Active Travel design guidance? Does this impact existing highway street furniture?

Informatives / general text for review by applicant:

As a minimum the TA study area must include classified counts at the below agreed junctions and include surveys (including queue lengths) of the junctions on two separate days. Surveys periods must be agreed in writing with the Highway Authority prior to execution and generally be carried out in a neutral month (unless specifically agreed in writing with the Highway Authority prior to execution). The surveys must be undertaken on suitable days and at suitable times that the development will impact the highway network (individual developments must gain written approval from Highway Authority of their proposals prior to execution). As an example, residential developments would require surveys in the following form; Tuesday one week and Thursday on a separate week (all junctions to be surveyed on individual days i.e. Junctions A, B, C, D and E on week one and Junctions A, B, C, D and E on week two). Manual turning counts should be conducted at 15 minute intervals to identify relevant highway network peak periods and should cover at least an additional 45 minutes either side of assumed peak times when surveys are executed e.g. if a peak period of 8:30 to 9:30 was assumed, minimum survey period on site should be 7:45 to 10:15.

- | | | | |
|----|-----------------|----------|----|
| a. | | Junction | A; |
| b. | | Junction | B; |
| c. | | Junction | C; |
| d. | Junction D; and | | |
| e. | Junction E. | | |

24 hours automatic traffic counts (ATC) using loop detection (or similar approved) must be carried out at locations to be agreed in writing by the Highway Authority (prior to installation) to supplement and validate the traffic survey data from section one. Surveys periods must be agreed in writing with the Highway Authority prior to execution and generally be carried out in a neutral month on a number of highways within the study area over a period of circa three weeks to provide supplementary traffic data for the proposed development for analysis by the Highway Authority. The ATC must also gain speed survey information along with vehicle classification data (please see notes at end of this scope for further information). ATC information should also be used to establish peak periods of the highway network as well as establish and review off-peak periods against development traffic as greater impact on the existing highway network from development related traffic could be at different period to that assumed. If ATC are carried out in a neutral month, the developer should also carry out additional surveys during a holiday period, as agreed in writing by the Highway Authority, for a minimum period of 7 complete days for comparison purposes.

Detailed capacity assessments must be carried out on the junctions within the TA study area in both the 'with' and 'without' development scenarios in the suggested future assessment year as well as the year of application (opening year). Electronic base data/drawings for all assessments must be submitted

with TA i.e. base survey / speed data for capacity assessments, road width flares etc.

TA must include a review of the accident record for the most recently-available 5 year period, the developer must propose the study area for written approval from the Highway Authority prior to executing this work. The Developer must also include a separate developer prepared safety assessment of the local highway within a specific radius of the development site or on specific route from the development which must consider aspects such as visibility, pinch points and existing non-motorised user network constraints which would assist the Highway Authority in reviewing a proposed development impact on the area.

TA must take account of all approved but as yet unbuilt committed developments within the traffic flow calculations of the TA, simple table detailing these traffic flows should be included within TA. Review of the current LDP must also be completed as traffic impacts from allocated land within the LDP, but not yet subject to planning applications, might also need to be broadly included within the TA. The developer must identify these areas for discussion with the Highway Authority to agree in writing the fully scope.

The TA must include a review of the accessibility of the site by non-motorised modes and a review of facilities in the vicinity of the development site (exact area / routes to be agreed in writing by the Highway Authority prior to production of TA). This will include route assessments of non-motorised users to local schools, amenities, bus stops and the like highlighting locations where existing highway crossing facilities are below current standards or not in place which the majority of non-motorised user traffic generated by the development will use. Review must also take into account Active Travel Wales Act Duties/Design requirements along with links to Existing Route Maps and Integrated Network Maps routes (Please see LA website for further information). Each and every development must work with Highway Authorities in line with Active Travel Wales Act and provide a lasting legacy to the area to improve non-motorised modes in the area (regardless of distance from development);

Public Transport Assessment: The TA must review the different public transport available locally to the proposed development site. The facilities available must be clearly labelled on a simple map with a complimentary table details all elements of the service which must include as a minimum: distance from agreed location within the proposed development to a facility, what services are available, their frequency, start and end times, at what time would the development generate the highest level of demand for public transport use / indication of anticipated development modal split to confirm demand for public transport etc. Review must identify clear routes to the service link e.g. bus stops/train stations detailing the actual distance to the facility from an agreed location within the proposed development along existing route and not in a direct line over third party land (as agreed with Highway Authority). Review must suggest direct route to these facilities identifying any lack of highway crossing facilities to non-motorised users along the proposed routes and/or other hazards/highway safety issues the routes might have which may impact non-motorised users.

The TA must include a full appraisal of the proposed development and its intended operation, including details of: the level of proposed parking facilities for the proposed development (for cars, motorbikes, cycles, mobility scooters etc.), servicing arrangements and swept path analysis plans (as appropriate, including for refuse vehicle and fire tender). Parking levels and dimensions must adhere with LA specification.

A full parking assessment must be supplied, as an appendix, complying with the requirements/specifications detailed in LA Parking Standards.

The TA must include an estimate of the number of multi-modal trips generated by the proposed use of the site, along with the distribution and assignment of the vehicular trips on the local highway network. Trip rates may be based on TRICs-based developments of a similar scale and in a similar location to that proposed (Trip rates proposed by applicant must be approved by Highway Authority prior to use as the authority may require a number of proposed data to determine the rates to be used within this TA, distribution proposals must also be approved prior to development of the TA along with 85th Trip rate data use). The TA should also include the production of a 'Transport Implementation Strategy' (TIS) for the development complying with TAN 18. This should set objectives and targets relating to managing travel demand for the development and set out the infrastructure, demand management measures and financial contributions necessary to achieve them. The TIS should set a framework for monitoring the objectives and targets, including the future modal split of transport to development sites.

If any off-site works are required to make the development satisfactory in highway terms, the TA must identify them and put forward suitable plans for consideration as well as cost estimate for their design, construction, supervision of works and administration of the contracts.

Supplementary plans must also be included as appendices to the TA, these shall be detailed as follows:

- a) Plans showing the geometric measurements/dimensions and visibility data inputted into any capacity assessments, i.e. widths of carriageways/lanes at specific points, width of other lanes/hatched areas etc., flare information, forward visibility, ghost island details, visibility splays left/right and any other highway details measured/calculated which have been used within the capacity assessment (note must be provided to detail origin of plans i.e. topographically surveyed or other);
- b) Design of proposed highway access ensuring it complies with Active Travel Wales Act e.g. most new development accesses will need to comply with a non- segregated layout;
- c) Visibility splay drawing detailing: junction and private accesses visibility splays, forward visibility splay, pedestrian crossing visibility splays etc. in both the vertical and horizontal plane;
- d) All detail designs must include Swept Path analysis showing all vehicles can execute manoeuvres at turning locations, tight corners or other locations agreed with the Highway Authority [N.B. swept path analysis must show that vehicles can carry out required manoeuvres with a minimum horizontal clearance of 500mm between the outer body of the vehicle and any object such as kerbs/street furniture/parked vehicles/boundaries (invisible or physical [such as walls/fences/hedges]) and alike to allow for different driving styles and future vehicle size enlargement];

To ensure that a comprehensive review of the TA can be carried out in a timely manner, each TA submitted must be done in the following format and be available to the Highway Authority electronically, documents must be provided in their original state i.e. in word, excel, etc. as well as in PDF format:

- Electronic PDF of TA and appendices (not scanned copy);
- Raw electronic information for traffic count data etc. in both PDF and original compiled software i.e. excel;
- Electronic copy of topographical surveys (PDF);
- Electronic copy of capacity assessment input data file(s) carried out by software such as LinSig, Picady, Arcady etc. (when specifically requested).

Traffic Data should reflect the normal traffic flow conditions on the transport network (e.g. non-school holiday periods, typical weather conditions etc.) in the vicinity of the site, and should be valid for the intended purposes. It should also take account of holiday periods in tourist areas, where peaks could occur in

periods that might normally be considered non-neutral. The recommended periods for data collection are spring and autumn, which include the neutral months of April, May, June, September and October as described in DMRB CA 185. Please note that different school term times, Easter Holidays etc. could further impact neutral months and no traffic data should be collected a week either side of these times unless otherwise agreed with the Highway Authority. Prior to collecting Traffic Data, the applicant must agree the survey requirements in writing with the Highway Authority.

Shared Footway/Cycleway: To encourage person to travel by means other than by motor vehicles, any new development must have a spine footway/cycleway route of circa 3.0m wide (Highway Authority will determine exact requirements on a site by site basis). The shared route provision must comply with Active Travel Wales requirements and if the route is next to a vertical feature of a certain height, the width may need to be increased.

Diolch,

[Redacted]

Peiriannydd Prosiect / Project Engineer

Llywodraeth Cymru / Welsh Government

Trafnidiaeth - Seilwaith yr Economi / Transport - Economic Infrastructure Sam
Mynach, Cyffordd Llandudno, Conwy, LL31 9RZ

[Redacted] | www.llyw.cymru



**Atodiad C. Copïau o'r Sylwadau a
Dderbyniwyd gan Ymgynghoreion Cyhoed-
dus**

| Respondent ID | Do you have any comments regarding the location of the proposed border control post that will service the Port of Holyhead? | Do you have any comments regarding the construction and operation of the proposed border control post that will service the Port of Holyhead? | Do you have any comments regarding the traffic management or access points associated with the proposed border control post that will service the Port of Holyhead? | Do you have any comments regarding environmental or ecological issues associated with the proposed border control post that will service the Port of Holyhead? | Do you have any additional comments regarding the proposed border control post that will service the Port of Holyhead? | In what capacity are you commenting on the proposed border control post that will service the Port of Holyhead? (tick more than one if applicable) | Do you live locally to the designated HGV route between the strategic road network and the proposed border control post that will service the Port of Holyhead? (tick one) | Do you live locally to the proposed border control post that will service the Port of Holyhead? (tick one) |
|---------------|---|---|---|--|--|--|--|--|
| 1001 | <p>I object to the location in the strongest form possible. The plot is directly next to Penrhyn Geiriol residential estate. Our property is within 100m of the plot boundary. Current use of the tarmac area at the Northern end of the plot is already causing massive issues with light pollution, trespass, glare and significant noise issues with the light generators running all night and the fact we can hear HGVs coming and going. It is incredibly disruptive to our sleep as our bedroom is facing the site, we are hit by the constant lights and noise. I am terrified of how loud they will be if the current plan is developed when HGVs will be directed down the plot to the southern end, to within 120m of our home. We will essentially be living in the middle of a lorry park. Considering this is an area of outstanding natural beauty and of dark sky importance a development such as this this will have negative impacts of the heritage of the area not to forget the negative impacts of local wild life and ecosystems. See Question 13 below for further comments.</p> | See Question 13 below | See Question 13 below | See Question 13 below | <p>Why do we want a border control post in this location? "The site provides convenient transport links with nearby access to/from the port of Holyhead and the A55 linking with mainland Wales." There are multiple other developed (and undeveloped) sites located along the A55 that could be considered: Site off Junction 4, Bodedern - scope to expand the site with no residential impact, closer proximity to the A55 and is on route to and from the port, HGVs would only need to make one stop on their journey across the island. Anglesey Aluminium or Penrhos Industrial Estate – Already has the infrastructure there, lighting already installed and has no additional impact to residents and wildlife, is directly off the A55, is not in an area of outstanding natural beauty, vast areas not being used. Parc Cybi Plot 7 – Can be used in conjunction with the Roadking Truckstop, no residential impact. Parc Cybi Plot 8 – Current Plot 9 development extended into Plot 8. This would decrease the impact to residents and keep traffic away from the estate. Gaerwen industrial estate – land is already developed for industrial use, lighting and access already in place, Mona showground – site development with no residential impact, fewer noise restrictions due to proximity to the airfield. Mona industrial estate – developed site with no residential impact, fewer noise restrictions due to proximity to the airfield. Quoting Virginia Crosbie: "Investigations by both Welsh and UK Governments have established there is no single site immediately available in Holyhead that is big enough to support both functions. This means that the operations will need to be split over multiple sites." Why is this not being considered further? Using multiple smaller sites would have less impact on residential estates. "Part of the site has already been developed using temporary permission under the Permitted Development Rights to facilitate an emergency HGV stacking facility required as a result of the transition period." The site has not been used as a HGV stacking site making it redundant. The contraflow along the A55 was also not used. The site was built as an emergency based on overestimated predictions. Estimates given in the information pack are viewed as overestimates leading to a proposed overdevelopment. Had the stacking site not been built would Plot 9 have been considered for a border control post? If not, has enough consideration been given to any of the other sites which would have been developed, sites with less residential impact? Penrhyn Geiriol is a bordering estate with properties within 100m of Plot 9's boundary. Has the proximity of Penrhyn Geiriol and other neighbouring estates been considered when discussing Plot 9? I would like to plea with anyone working on this project to visit the estate to understand the true impact a site of this nature and magnitude will have on the residents. Aerial maps do not</p> | Nearby resident | No | Yes (within 100 metres) |

give a sufficient appreciation of how vast and visible this site will be to the neighbouring properties. Penrhyn Geiriol is in an elevated position and will be over looking the site. "Further environmental surveys will be undertaken..." How can further environmental survey be undertaken when there now exists a brown field where all the existing habitats have been destroyed? Were initial studies thorough and complete? Visible wildlife has dropped substantially since the destruction of Plot 9. We now see fewer rabbits, badgers, pheasants and ducks. Their environment has been disturbed. Has the flooding been adequately assessed? Our garden and our neighbours land is susceptible to flooding during periods of heavy rainfall. Removal of such a vast area of natural drainage will undoubtedly increase the severity of flooding, damaging our property. "...include the necessary design measures and mitigation required to ensure the residential and ecological receptors are not significantly impacted." What is the definition of not significantly impacted? As directly neighbouring residents, not significantly impacted is almost impossible to achieve but there are means to keeping the disturbance to a minimum . The site was previously a dark sky area before the stacking site was erected, light pollution is one of the most significant forms of pollutants we are concerned about, along with noise. Photo's are attached to this pack to show how significant of a problem we have experienced thus far with the construction of the site and HMRC's use of flood lights. Isle of Anglesey County Council have just announced a 'Dark Sky Grant Scheme' with a £50,000 fund established by the Welsh Government. How can a scheme like this be justified when a dark sky area is being destroyed by light pollution? We should be doing all we can to protect the dark skies we have by re-using existing sites and not creating more wasteful pollutants. Particular consideration has not been given to the interface with the nearest adjacent housing to the site. The development will significantly disrupt its neighbours. The flow of traffic in the design is forcing HGV's to the far end of the field, to within 120m of our property, essentially as close as possible, where there will also be parking spaces. Having engines turned off is all well and good IF drivers abide by those rules but the fact remains refrigerated HGV's will be continuous noise polluters, the start up of engines and the basic movement of HGV's that close to the estate will be a nuisance. We are fearful of the noise nuisance this is going to cause at any time of the day, but especially at night, and we do not understand why the site was designed to force the traffic to this side. It would make more sense to keep the traffic to the road side of the site. This part of the design does not consider the residents and we feel it is poorly thought through. Light and noise pollution are undoubtedly our biggest concerns, we bought this property in November 2020 as our forever home having worked extremely hard to be able to afford this location. Two weeks after moving in the work started on Plot 9 and our dream has quickly been lost. The enjoyment one should get from a new house has been ruined. As I work from home my desk was set up in the living room, also facing the site. We have now lost use of our third bedroom as a bedroom as I have moved my desk into that room for the sake of my mental wellbeing. The light pollution in the evening and constantly looking at the site have made me incredibly anxious and stressed. We are suffering with restless nights due to noise from the generators powering the temporary lighting. If we can already hear the generators at the far end of the plot, we are undoubtedly going to hear HGV's at the nearest side of the plot. The evening the A55 contraflow was dismantled, 16th February 2021, we had light nuisances from HGV's entering the site which disturbed our sleep. HGV's driving down the length of the plot will be a massive nuisance as has already been experienced. I wrote to the Welsh Government on the 18th February regarding this issue and was told a bund/screen would be built around the site. I am

sceptical of the benefits something like this will provide as ultimately the plot is very long and the screening would need to be very high to counteract the light pollution. That in itself will be unsightly. What design measures can be installed to reduce the amount of toxic fumes from HGV exhausts polluting the environment and nearby properties? "Aerial view of current stacking facility" Is the current tarmacked area not of sufficient area to perform the activities which are to be undertaken at the site? Having talked to staff at the site we have been informed the area is more than enough. Why is the site being developed so massive? It is an over-development for the needs. There is current parking bays for approximately 130 HGV's. This is significantly more than the estimated number of HGV's visiting the site with a 24 hour period. Why has the building planned for erection been designed so huge? Would a building built across the length of the tarmac currently there not be sufficient? That would keep traffic localised to the far end of Plot 9, away from the estate. Scheme details "On average, around 25-30 HGV's are expected at the site throughout every 24-hour period." Currently there are eight (8) ferries between Holyhead and Dublin: 00:15, 00:30, 2 x 5:30, 2 x 11:30 and 2 x 17:30. Expecting the upper limit of 30 HGV's within a 24-hour period across 8 opportunities to cross the Irish Sea: $30/8 = 3.75$ (4 rounded). A maximum of 2 crossings at the same time: $4 \times 2 = 8$. On average, 8 HGV's would be visiting the site for inspection. Again I reiterate, why is the site being developed on such a massive scale? I firmly consider it to be an overdevelopment for the needs. "Employment opportunities would be created." Of course employment opportunities would be created but how many are guaranteed to be local people? How many are expected to be contractors from afar who live in temporary accommodation during the week before travelling home for the weekend? The security guards currently working at the site are from Manchester, living in a B&B during the week. Why are local people not employed in these roles? This is absolutely what will happen once a full site is constructed, many roles will be filled with people from away which does not benefit the local community. How many of the job roles are skilled? How many would be on zero hour contracts? What benefit will the local community gain and do these benefits outweigh the detriment to the immediate local community? How many roles would require individuals with higher education certificates? "The Parc Cybi site is already allocated for commercial development." If the entire park area was to go through the planning process today for planning to commercialise the area, would planning be granted? In light of all the new data supporting the effects traffic and destruction of natural habitats have on climate change, effects of commercial developments on ecosystems, effects of light and noise pollution on mental health, serious thought needs to be given to using Plot 9 for the proposed purposes. Anyone visiting plot 9 or viewing the plot from Penhryn Geiriol will see that Plot 9 is not a plot that sits nicely within the business park. It is at the end of the park, tucked away behind a hill and most certainly in an area of outstanding natural beauty. Also tucked away behind that hill are multiple residential estates. Development of this nature on Plot 9 will encroach on the everyday lives of real people, we have serious privacy concerns. Had Plot 9 been on the other side of the hill, it would have little impact on residents but with this precise location, this development plan is obscure and out of place. "The site would operate 24/7..." Concerned about the light pollution when no HGV's are present on site. Wasteful use of energy. Is a no light site possible? Making use of such things as cats eyes to direct HGV's to the necessary location. Why would an excessive amount of light be necessary if the checks are being performed within the building? Concerned about over-illumination when HGV headlights would be sufficient – if headlights are sufficient on trunk roads why would they not be sufficient for a border control post? Again, the flow of

traffic design has not considered the estate and headlights alone will be a nuisance. Concerned about noise pollution during early hours of the morning. The living space of my property is facing the site; living room, master bedroom and our 1 year old son's bedroom. Light and noise pollution are serious concerns which have already been causing undue anxiety during the build of the stacking site. The noise from the construction throughout the day and the light pollution from the flood lights has already impacted my mental health. When the HMRC took over the site on 18th March 2021 I had a breakdown due to the intense light pollution directed straight at the estate and directly into our home, it was an absolute invasion of privacy. Closing the curtains did little to block out the light and the hum from the generators powering the lights could be heard indoors with the windows closed. I have had several restless nights due to the light issues which has contributed to a deterioration of my well being and heartbreakingly my 1 year old son has become anxious as he is picking up on my emotions. "Approximately 75 employees expected at the site over a 24-hour period..." 75 employees is excessive considering an average of 8 HGV's will potentially be visiting the site at the same time. Will it be 75 employees over two or three shifts – across a 24 hours period? What other roles are their other than marshals and will 10 marshals always be on site? Why are so many marshals necessary considering the expected site throughput? How many inspectors will be on site at any given time? Are technological advances not able to be used to reduce the amount of staff required? The running cost of technology would be beneficial over paying several salaries and considering tax payers are footing the bill, savings should be considered where ever possible. Should we be concerned for our safety if there is a need for that many safety marshals? Is there a risk of illegal immigrants running away from the site and towards our homes? Is it expected that local crime rates will increase? "Separate inspection shelters would be provided for consumable and non-consumable produce, small animals, large animals and horses." I reference Virginia Crosbie- multiple smaller sites can be used. Smaller sites can be designated for the different purposes as above. Smaller sites are less intrusive and there are several already available in Parc Cybi that would not have a residential impact. Has this been considered? "Approximately 75 staff car parking spaces." Are that many staff going to be on site at the same time considering it is 75 staff expected to visit the site within a 24 hour period? This amount of car park space seems excessive and is wasting space. Proposed site layout "The site has been designed taking social distancing into consideration..." Does this mean the site has been over developed to allow for social distancing? This is unrealistic, COVID-19 is a small blip in the grand scheme of things. A site should not be over developed for something that will be a thing of the past in the near future, most likely before the site is up and running. Again, this seems like a plan for something that by the time it's built is no longer an issue. Site design "Lighting columns would be reduced to the lowest height as is practical. They would also be directional and hooded to ensure that light spill is minimised. The impact of lighting will be assessed in terms of its impact to heritage, landscape and ecological effects." Is lighting necessary if there is lighting in the building to carry out checks? HGV headlights and cats eyes on the road should be sufficient. Dealing with light spillage is necessary but also, minimising the number of lights on the site should also be necessary as although there may be no light spillage, the fact that the site itself is being lit up will be a source of light pollution in itself. Will the impact to people be considered in the survey? We are/will be heavily impacted and this needs to be recorded and noted a unacceptable. "An assessment of noise impact will be undertaken to ensure the noise levels do not significantly impact nearby residents, and noise mitigation

measures (if required) will be included in the design." Any noise level will be a significant impact on residents due to the peacefulness of the estate pre-Plot 9 development. Are controls measures able to eliminate 100% of noise? We can currently hear the generators powering the temporary lighting which are located on the far end of the plot, away from our property, when we go to bed. HGV's coming right up to the boundary nearest our home will have an incredible noise impact which will be unacceptable, especially during the middle of the night. Refrigerated trucks are only going to worsen the issue. "All environmental mitigation measures would be reviewed by the Welsh Government and the site operators on an ongoing basis." How often would these measures be reviewed? What happens if mitigations are broken? Is there any disciplinary action? Who would be held responsible? Will there be contact information made available to report any environmental issues? One environmental issue which is already a problem with the existence of the Road King is bottles of urine being thrown into verges and onto foot paths. More HGV's visiting the park is going to result in more environmental hazards like this. Families walk through the park to visit Trefignath, the Neolithic burial chamber and Ty Mawr Standing Stone. I am amazed that planning was ever fairly granted when the area is an AONB and SSSI with historical significance present. Archaeological digs from a decade ago found ancient finds of "international importance" which showed how people lived on Anglesey around 6,000 years ago. A 6,000 year old Neolithic timber hall, a 2,400-year-old Iron Age village and a 4,000-year-old Bronze Age burial site with stone chambers were just some of the discoveries made by experts from the Gwynedd Archaeological Trust who excavated the 20 hectare site between 2006 and 2010. The most important artefact is considered to be a large Neolithic jet-like bead - the only one known to have come from Wales - and believed to be 5,700-years-old. With such important archaeological finds at Parc Cybi, how can it be justified to essentially concrete over these rich historical lands? Traffic management "The number of HGVs than can be stationed at the Parc Cybi border control at any one time would be up to 40." This is surely a huge overestimation when on average, 8 HGVs would likely be present. Is it at all necessary to create a site of such grand scale for a 'just in case' scenario. Traffic across the island has decreased significantly since Brexit. Understandably, preparations were made by stockpiling but one would expect by now, if traffic was ever to increase to anywhere near historical levels, they would have started to do so more than what they have. "In the event of any closures of the A55, the A5 would be used to access the site. Traffic would access and leave the site via the existing access point. This is an already established HGV route for vehicles accessing the Roadking Truckstop site." Although this is currently an established route, if more HGVs are expected to be visiting the park (as stated - possibly 40 at any one time), are these routes capable of handling such increased HGV traffic, will public safety be compromised with increased traffic of this nature? The predicted numbers provided are misleading and contradicting of one another. Statements being made: 25-30 in a 24-hour period, followed by 40 at any one time. This is absurd and deceptive. The predicted throughput after we exited Europe on 1st January were colossally incorrect, to the extent we shut half the A55 down and spent millions of pounds on building a stacking site which was never used for its purpose. What confidence does the Welsh Government have in these latest figures? Environment and landscaping "... environmental assessments continue to be carried out..." How are environmental assessments still being carried out when the area has been destructed. Existing habitats have been destroyed and the number of wildlife has reduced. What measures can be put in place for the loss of habitats when naturally, if you concrete over you cannot replace? "A

landscape strategy would be developed at the site which would provide measures to minimise the potential for adverse environmental effects." Will the strategy include a way for preventing increased flooding to local residents? What landscaping will be done to lessen the visual impact of the buildings, the tarmac and all the HGV's visiting the site? This is an AONB and therefor a lot of consideration needs to be given to each and every aspect of the landscape. Initial suggestions would be green roofs which would promote wildlife such as bees or better yet to essentially bury the inspection shed to create an above ground hobbit style building. This design would benefit in respects to naturally insulating the building and therefore reducing energy loss, natural noise suppressor, would contribute to balancing the environmental affects due to increased pollution. It would most likely be the first of it's kind and would pave the way to a greener future for historically unattractive commercial outlets. "This assessment will have consideration of air quality, cultural heritage, landscape and visual effects, biodiversity, road drainage and water, and noise." Each and every single one of those points will be negatively impacted/impacting: Air quality – Increased HGV traffic = Increased air pollution = Increased risk to health Cultural heritage – The area is of archaeological importance and our dark sky heritage with Anglesey celebrating some of the darkest skies in Wales. This development will have a detrimental effect on the character of the local area. Landscape and visual effects – Plot 9 as previously mentioned is over a hill which separates it from the remainder of the park. It is in an AONB and borders natural green fields. Placing an enormous shed in the middle of the field surrounded by tarmac will have no other effect but detriment to the area. My understanding is development within an AONB needs to give great consideration to the design and not be intrusive to the surroundings, which has not been done with regards to the information pack received (albeit each diagram has a disclaimer but as a resident with no inside knowledge of the plans, this is all I have to base my opinion on). The visual effects of the temporary lighting is detrimental to my mental health, although temporary they have been a great nuisance since November/December 2020 and if used until the site is up and running that is a further 1-2 years potentially. Action needs to be taken now as I am sure it is not only humans that these lights are impacting, the brightness of them will have wildlife confused. Biodiversity – Residents have already witnessed a significant drop in wildlife visiting the surrounding areas, to no surprise considering the noise caused during construction and the brightness of lights constantly on at night. Road drainage and water – Laying tarmac across the entire plot is removing natural draining. Our lower garden and our neighbours land is low lying and flood during periods of heavy rainfall. Removing the natural draining of that field will only lead to more significant flooding problems for us. It is unacceptable for residents to be negatively impacted as a results of a development they are wholeheartedly against. Noise – Generators can currently be heard in doors from the North side of Plot 9. HGVs being directed to the south side of the plot, up to the residential boundary is going to cause unliveable conditions. Mitigations to eliminate 100% of noise is the only action acceptable. "The report will also consider geology and soils, material assets and waste, population and health, climate, and cumulative effects." The soil here is rich in clay and therefore is not quick to free drain meaning water accumulated on the surface quickly and becomes a significant problem during prolonger heavy rainfall. The health of local residents may be impacted by air pollution but mental health problems have already begun due to the cumulative effects of: Construction noise issues in the day followed by Light issues in the evening followed by Worse light issues and generator noise issues in the evening followed by Having the lights dimmed but made brighter

again a few days later followed by Being told that the lights are not as bright as they once were so we should accept that it is an improvement. However, having visited the site at night on the 6th April (when the lights were re-brightened) with the lighting considered 'acceptable' by the HMRC, it is easy to see why staff are suffering from headaches as I felt like I needed sunglasses at 11pm. We are now trapped to living with lights which are trespassing into our property, making life very difficult and there is no one willing to help us. How do we know this is not going to be the exact same situation when the site is built as I would expect the project leads to be the same individuals? The last five months have been relentless and it is absolutely heart breaking that the local authority and Welsh Government is unable or unwilling to help. Biodiversity "The ecological studies being undertaken include an analysis of any habitats on the site and assessment of the likelihood of protected species and important habitats." "The ecological studies being undertaken include an analysis of any habitats on the site and assessment of the likelihood of protected species and important habitats." "Where impact to ecology are identified, appropriate mitigation would be implemented to minimise adverse effects on local biodiversity. In additional biodiversity enhancements would be incorporated into the scheme." If possible these enhancements would be excellent but I wonder how much enhancement can be made when an area will be heavily covered with tarmac, constant lighting and loud noises from HGVs will be present. What would burrowing animals be able to gain? How would nocturnal animals cope? Where is the evidence that biodiversity was not negatively impacted by construction on other plots? Increasing loss of habitats and biodiversity in a single area (Parc Cybi as a whole) cannot be mitigated. Through systematically destroying the habitats, one plot at a time, the existence of wildlife here is going to disappear altogether which is unacceptable due to human activity. Especially when other sites which already have the necessary infrastructure are not being considered. Planning and next steps "Approval of the site would be sought through the requirements of a Special Development Order (SDO)..." Why were preparations not made in advance of November 2020 when Brexit was known about for at least 3 years ahead. As residents, we feel like we have been backed into a corner and we have no opposition to these plans going ahead due to the urgency which was wholly avoidable. Our strongest opinions are to re-locate the site elsewhere or to develop across onto Plot 8 rather than encroaching onto residents through developing into Plot 9. "A number of separate documents will be provided to Welsh Government" Will the public be able to access these documents before any planning is granted? Is there another consultation phase when final plans have been created? Questions and answers "Why this location?" Other sites could be used as discussed previously. We are proactively encouraging the use of other site that WILL NOT impact residents. Why cause such distress to people when other options exist? "Will the operation of the site impact local communities? The site is not located immediately alongside residential properties." Our neighbours and our property are 100m from the boundary of Plot 9. We are directly impacted by this development. Saying 'immediately alongside residential properties' means nothing, 100m IS DIRECTLY next to a development of this scale and nature. Anyone who will accept my invitation to visit the estate will see that this is DIRECTLY next to our homes. We are looking into the site from above, there is no avoiding that it is there, landscaping will have little impact due to out elevation. What angers us the most is that there are other possibilities and yet we will be heavily impacted by this decision if planning is granted. For anyone reading this, think to yourselves, would you want this site 100m from your property? Would you want to look at this site every time you walk in to you living room or

bedroom? Would you want the noise, light and air pollution that comes with it? This statements is absolutely incorrect and it offends me that anyone would think this is accurate. "Are refrigerated vehicles expected at the border control post? Refrigerated vehicles would be checked at the border control post and be held at the site for as little time as possible." Refrigerated vehicles are extremely noisy, this is of significant concerns to residents. Do any mitigation's exist to eliminate noise produced by HGVs 100%? Due to the proximity of the residential estate these mitigation's would be expected as a minimum as enjoyment of our outside space would be completely eliminated if noise issues cannot be handled. "When will construction work start? Subject to receiving planning permission, required site works could begin in Summer 2021." How are resident supposed to manage noise and dust created by the construction works? Majority of the homes are occupied by people who have retired or people who work from home like myself. The homes in the estate are majority occupied with possibly only one or two that are holiday homes, this development is going to affect each and every one of us. Again this is another aspect of this site being chosen for this specific development that is of great annoyance as nearly every property here is going to be impacted. Personal Statement We are a young family who have worked extremely hard to be able to afford a property in such a premium neighbourhood. We paid a premium for this house in November 2020 only for the dream forever home to turn into a nightmare two weeks after we moved in. Searches conducted did not identify anything that would have deterred us from buying this property and we feel completely blindsided by what has happened. There were no communications regarding the initial development for a stacking site and it seems the expanded development is a foregone conclusion based on the stacking site opening the gates to such a development. Our initial concerns are the light and noise nuisances (indoors and outdoors) that a site of this nature and proximity to us is going to cause. Other concerns are the increased risk of flooding to our garden, increased air pollution, detrimental affect to local wildlife and the visual hindrance that will be on display form our most lived in room. Extensive thought and consideration needs to be given to the appearance of such a large building in the middle of an area of outstanding natural beauty. I am a keen night time photographer, this was one of the biggest draws to this property. The fact there were dark skies next door meant excellent opportunities for photographing the milky way, meteor showers and teaching my son about astronomy when he is older but I must admit the absolute biggest opportunity I was hoping to benefit from was north facing dark skies as this would give us the perfect setting to set up and image the Northern Lights or if incredibly lucky, be able to see them without the need for a camera as I have done so on numerous occasions from Holyhead Country Park. Alas, this has not been AT ALL possible due to the light spill from construction works and most recently the light trespass of HMRC's set up and will not be possible once the entire site is developed. I have struggled a lot over the last few months with my mental health due to the light pollution and the feeling of being trapped in a property I may not want to live in once the development is up and running. I have started to request quotes for replacement windows to install acoustic glass for fear of how bad the noise may be from the site but there is nothing that we can do about the noise when we are outside enjoying family time. This is why it is imperative that the mitigation's for noise issues are strict and eliminate all of the noise. In due course I will request quotes for external soundproofing as I am sceptical about how successful the control measure put in place will be. I have even gone as far as having an estate agent to view the property and to discuss our options. We have been informed a development of this nature WILL devalue our property. We purchased this house with the view it would be our forever home so the eventual

| | | | | | | | | |
|------|--|--|--|--|--|-----------------|----|-------------------------|
| | | | | | value of it once we had renovated it to our exacting standards would not matter to us. But due to this development we are unsure whether we will want to stay here so the value is of utmost importance | | | |
| 1002 | <p>I object to the location selected for the development for the reasons detailed below which including material planning objections concerning visual amenity, Traffic generation, Noise and disturbance resulting from use. The location of the site will impact my visual amenity and whilst the right to a view is not a planning consideration it should be considered on the basis of residential amenity. I have expanded on my concerns below with objection due to the location. The site is located in an Area of Outstanding Natural Beauty (AONB) with a gently undulating topography and is within close proximity to areas that are designated Site of Special Scientific Interest (SSSI). An AONB is a statutory designation stemming from the Countryside and Rights of Way Act 2000, which applies to England and Wales. The designation means that local authorities have: "a permissive power to take action to conserve and enhance the natural beauty of the AONBs in their areas." The Isle of Anglesey AONB Management plan of 2015-20 https://www.anglesey.gov.uk/en/Residents/Countryside/Areas-of-Outstanding-Natural-Beauty-AONBs/Anglesey-AONB-Management-Plan.aspx quotes that The Isle of Anglesey AONB has one of the most distinctive, attractive and varied landscapes in the British Isles. Anglesey was designated as an AONB in 1966 in order to protect the aesthetic appeal and variety of the island's coastal landscape and habitats from inappropriate development. I would argue that further development of this site is contrary to the above and is not protecting and conserving</p> | <p>The objections to the construction are based on Layout, design, appearance and materials and also the Visual impact of the development. The development is ugly, over-bearing, out-of-scale and out of character. Being within a designated AONB it would be expected that this would have been considered as part of the design to make it more in keeping with the current area and to consider the impact of the development on the landscape. It would have been more appropriate to have the structure compliment the natural surroundings consideration of something more architecturally pleasing and perhaps incorporated green spaces and green roof spaces for example rather than an industrial unit which I suspect was decided in order to get it built quickly and cheaply due to the urgent requirement and lack of preparation by the UK / Welsh Government. I refer herein to the policies set out in the Anglesey and Gwynedd Joint Local Development Plan which states in absolute terms that proposals that fail to show landscaping has been considered from the outset as part of the design proposal will be refused. POLICY PCYFF 4: DESIGN AND LANDSCAPING All proposals should integrate into their surroundings. Proposals that fail to show (in a manner appropriate to the nature, scale and</p> | <p>Potential for congestion on the slip road off the A55 with increased traffic in the direction of Parc Cybi.</p> | <p>Light Pollution Impact to Human Health: Isle of Anglesey has some of the darkest skies in the UK. This is something that the area needs to be proud of and to retain. The Isle of Anglesey is one of the very few remaining places that you can see the Milky way by naked eye and this was one of the reasons for purchasing the property in hope that I could use my garden space to pursue my hobby in astronomy and to educate my children about the Night Sky. This privilege is going to be taken away. Any small amounts of light pollution will have an impact to the quality of the dark sky. Given that the Isle of Anglesey is pushing initiatives to protect the Dark skies I think that the plans must be given some serious reconsideration with regards to the lighting. A new development as such will materially alter light levels in the environment around the site and will adversely affect the use or enjoyment of the area along with real considerations for the health of my family and the disruption to our Circadian rhythms which in term have adverse health impacts. Currently the temporary structures are proving very difficult to live with and this is already impacting our health and wellbeing. There are</p> | <p>The tarmac that already exists is causing tremendous nuisance and concerns. A couple of weeks ago we believed if the site was to come no further than the existing tarmac that it would be manageable to live here. Recent experiences have made it perfectly clear that the level of HGV and constant generator noise being created by the flood lights at the Northern end of the plot is significant enough to disrupt our enjoyment of our property and disturb our sleep. The light pollution is also wholly unacceptable, the level of light trespass is causing myself and my wife great distress. It is not easy for me to see my wife struggling to such an extent and I am helpless to do anything about it. Our 1 year old son is picking up on the emotions that surface every evening when the lights and noise become significant issues, we are living a nightmare at the moment and I fear what is to come.</p> | Nearby resident | No | Yes (within 100 metres) |

the AONB- especially that there are areas in the vicinity that are outside of the AONB designated area and are just as convenient. I do not feel that full consideration regarding the appropriates of the site has been considered at all other than a convenience for getting the job done quickly. See Map number 10 as available online at <https://www.anglesey.gov.uk/en/Residents/Countryside/Areas-of-Outstanding-Natural-Beauty-AONBs/Map-of-the-Anglesey-AONB.aspx> A nearby alternative site that is not within an AONB is at Anglesey Alumium, could this be considered as a site with it's proximity to the A55 and the fact the infrasturcture already exists? Also taken from The Isle of Anglesey AONB Management plan of 2015-20 are the policies that have been put in place to protect the AONB and I now refer to the following Sections 5.1 Enhancing countryside and Coastal Character CCC Management Objectives 1, 2 3 and 4 with particular emphasis on the following policies.

- Management Objective 2: Historic Landscape and Culture CCC 2.1 Identify, protect and actively conserve the historic, archaeological and cultural resources of the AONB with relevant agencies
- Management Objective 3: Development CCC 3.1 All development proposals within and up to 2Km adjacent to the AONB will be rigorously assessed to minimise inappropriate development which might damage the special qualities and features of the AONB or the integrity of European designated sites
- Management Objective 4: Peace and Tranquillity
- Unspoilt panoramic views and tranquil atmosphere are safeguarded from improvement that would degrade the special quality of the AONB.

Policies CCC 4.1 Work to maintain the solitude and natural beauty of the AONB
CCC 4.2 Work towards securing Dark Skies status for Anglesey
CCC 4.3 Ensure noise intrusion into the AONB is within acceptable limits

Management Objective 3: Community Involvement

- Engage with the communities of the AONB through meaningful consultation to improve understanding of the statutory nature of the AONB and create opportunities for

location of the proposed development) how landscaping has been considered from the outset as part of the design proposal will be refused. A landscape scheme should, where relevant:

1. Demonstrate how the proposed development has given due consideration to the Landscape Character Area Assessment or Seascape Character Area Assessment;
2. Demonstrate how the proposed development respects the natural contours of the landscape;
3. Demonstrate how the proposed development respects and protects local and strategic views;
4. Respect, retain and complement any existing positive natural features, landscapes, or other features on site;
5. Identify trees, hedgerows, water courses and topographical features to be retained.

I see no reference to these matters within the information contained. Nor is their any information regarding the sustainability and of the materials used within the construction, how the building, operation and construction aims to be fitting with climate change, reduced carbon footprints, reduced emissions as per the policies below

Policy PCYFF2 – Design and Place Shaping: The policy ensures that development considers the natural environment in the creation of attractive and sustainable places.

Policy PCYFF3 – Design and Landscaping: the policy ensures that development respects, retains and complements any existing HRA Report Anglesey and Gwynedd JLDP July 2017 11/26 Enfusion positive natural features, and replaces any loss of green infrastructure.

SUSTAINABLE DEVELOPMENT STRATEGIC POLICY PS 6

Using low or zero carbon energy technologies wherever practical, viable and consistent with the need to engage and involve communities;

endless research papers that have proven without doubt that light pollution has a significant impact on human health and wellbeing and I make reference in particular to a review published in 2009 Ron Chepesiuk 2009, Missing the Dark: Health Effects of Light Pollution Environmental Health Perspectives 117:1 CID: <https://doi.org/10.1289/ehp.117-a20> The first UK law tackling light pollution came into force in 2006 under Section 102 of the Clean Neighbourhoods and Environment Act (2005). Exterior lighting joins noise and smells on the list of things that can be treated as a Statutory Nuisance and I would argue that the proposals are going to be a nuisance with regards to light pollution and the increased levels of lighting proposed for the site and I refer to the policies once again laid out in the Joint planning report.

- Policies CCC 4.1 Work to maintain the solitude and natural beauty of the AONB
- CCC 4.2 Work towards securing Dark Skies status for Anglesey
- CCC 4.3 Ensure noise intrusion into the AONB is within acceptable limits

• PCYFF 2: DEVELOPMENT CRITERIA

Additionally, planning permission will be refused where the proposed development would have an unacceptable adverse impact on:

7. The health, safety or amenity of occupiers of local residences, other land and property uses or characteristics of the locality due to increased activity, disturbance, vibration, noise, dust, fumes, litter, drainage, light pollution, or other forms of pollution or nuisance;
8. Land allocated for other development/ uses.

The ecological impacts of light pollution

Once again, I refer to being within a AONB with

better engagement. Policies LWL 3.1 Support and enable communities to develop and deliver high quality, community-led initiatives that contribute to the understanding, conservation, and enhancement of the special qualities and features of the AONB. Heritage, Archaeological and Cultural preservation/ Holyhead and Anglesey have a long history of human occupation and Archaeological remains are known to exist within the vicinity of the site include a standing stone, remains of Bronze Age occupation and Iron Age/Romano-British settlement activity. These alone add to the character, cultural heritage and significance of the surrounding land and in particular for the Druid population that reside on the Isle of Anglesey and their cultural links to the standing stones. Policy AMG2 – Protecting and enhancing features and qualities that are unique to the local landscape character: the policy seeks to ensure that development does not adversely impact on features of visual, historic, geological, ecological or cultural importance Policy AMG 6 relates to protecting sites of regional or local significance. Ecological Impacts of the site The original developments of Parc Cybi there were detailed ecological surveys conducted at initial design stage which identified the presence of badgers, water voles, smooth and palmate newts and lizards. Mitigation measures were consequently included in the infrastructure design to reduce the potential impacts on fauna within the site the claim made is that this resulted in a net increase of >65% in the area of wildlife habitat available compared to the original undeveloped site. I would appreciate seeing the evidence of this claim. What was the actual impact? The water vole is fully protected under Schedule 5 of the Wildlife and Countryside Act 1981 and is a priority conservation species Environment (Wales) Act 2016 2.1.12 Section 6 of the Environment (Wales) Act 2016 places a duty on public authorities to 'seek to maintain and enhance biodiversity' so far as it is consistent with the proper exercise of those functions. In so doing, public authorities must also seek to 'promote the

protect visual amenities, the natural, built and historic environment and the landscape. Operation: • With regards to the operation and day to day running. This is going to be a 24 hour operation, this will result in an impact to residential amenity, Noise and disturbance resulting from use and increased levels of traffic including an increase in the overall air pollution from having a number of HGV vehicles accessing the sites continuously over the 24 hour period. The plans have it so that the HGVs pass on the side of the residential property and for purposes of amenity and reduced disturbance this should not be in the current location. There is also concern for HGV lights shining into properties throughout the course of the evenings which will disrupt sleep. The objections to the proposals are based further on the following

unique and rare wildlife. There is increasing awareness of the impact that light pollution can have on wildlife, by interrupting natural rhythms including migration, reproduction and feeding patterns, increased predation, impact to nocturnal species and the list continues. The proposed development includes smooth, reflective building materials which may change natural light, creating polarised light pollution that can affect wildlife behaviour. This needs to be given serious reconsideration. Wildlife species differ from humans in their sensitivity to light (e.g. they can be affected by very low levels of light) and may be adversely affected in a number of ways by it (see the Royal Commission on Environmental Pollution's 2009 report, Artificial light in the environment). The positioning, duration, type of light source and level of lighting are all factors that can affect the impact of light on wildlife. Air Pollution Air quality is a material planning consideration, planning policies and decisions should sustain and contribute towards compliance with relevant limits values or national objectives for pollutants. The development is going to have an impact on the air pollution within the vicinity. There are going to be HGVs operating 24 hours each day. Again, the impacts of air pollution on the health of the population is one that is studied and understood to have detrimental consequences.

| | | | | | | | | |
|------|--|---|---|---|--|--|-----------|--|
| | <p>resilience of ecosystems'. The duty replaces the section 40 duty in the Natural Environment and Rural Communities Act 2006 (NERC Act 2006), in relation to Wales, and applies to those authorities that fell within the previous duty (Ref 1). 2.1.13 To assist in complying with this duty, public authorities must have regard to relevant evidence provided in the State of Natural Resources Report and any relevant area statement for an area in which the authority exercises functions, as well as having regard to the list of living organisms and habitats published under Section 7 of the Act (which replaces the section 42 list for Wales provided in the NERC Act 2006) (Ref 1). 2.1.14 Otter and water vole are listed under Section 7 of the Act. Section 7 is a list of species and habitats of principal importance for the purpose of maintaining and enhancing biodiversity in relation to Wales. This list is currently under review by the Welsh Government in consultation with National Resources Wales (NRW). Local Policy 2.2.5 There are a number of local planning policies set out in the Anglesey and Gwynedd Joint Local Development Plan 2017 (Ref 3) that relate to ecology and nature conservation which in combination with other planning policies will guide local authority expectations in relation to the Proposed Development: • Strategic Policy PS 19 relates to conserving and enhancing the natural environment; • Policy AMG 4 relates to coastal protection; • Policy AMG 5 relates to the protection and enhancement of local biodiversity; and • Policy AMG 6 relates to protecting sites of regional or local significance.</p> | | | | | | | |
| 1003 | | <p>Request for comprehensive shielding measures for Penrhyn Geiriol against noise, light and visual impact. These should take the form of both physical methods such as ramparts/earthworks, attractive fencing, vegetation and low level, limited, lighting as well as regulatory measures for the HGVs on site such as limited engine running times and use of sidelights only, (the entrance road points directly at properties that would be illuminated by</p> | <p>See note above on control of HGV engines and lights.</p> | <p>Noise and light pollution - see above.</p> | | <p>Prospective house buyer - Penrhyn Geiriol</p> | <p>No</p> | <p>Quite close live close to the route (within 250 metres)</p> |

| | | | | | | | | |
|------|---|---|---|---|--|----------------------|---|-------------------------|
| | | every arriving lorry otherwise). Effort should be made to make the buildings aesthetically pleasing as far as possible as they are replacing what was a lovely view of green fields as far as the A55. The hideous square office block attachments pictured should be re-thought in particular. | | | | | | |
| 1004 | The control post is to near Pehrbyn Geiriol. It could be further north near the Roadking Truckstop Services, or some where else on the A55 perhaps near the vehicle inspection point. | It appears much larger than necessary to handle 25-30 vehicles an hour coming from a country where there has been no need for import inspections in the past. | Vehicles will have to deviate from their normal route along the A55. It is not clear than there is anything to ensure that all vehicles visit the inspection point. | The border post is being sited in an Area of Outstanding Natural Beauty. This should not be allowed. | The need for such an inspection was not mentioned at the time of the referendum. The feedback for this control post should not be made during a period when when movement to and in and arround Wales has been restricted. | Nearby resident | I live close to the route (within 100 metres) | Yes (within 100 metres) |
| 1005 | Although designated by Anglesey Council for commercial development this proposed location is in an Area of Outstanding Natural Beauty. Commercial developments usually carry caveats regarding trading times. This development is for 24 hour use and should be sited within the port. This development is at odds with Anglesey's dark skies initiative. This site is low lying and therefore overlooked by nearby residents. Light and noise will cause interference both during the day and at night and will not be able to be screened. I am concerned as to how much lighting will be used in this 24 hour facility, no details have been given. Is there a 'standard' lux measurement which has to be abided by? Lights in the cool blue spectrum are much brighter and more disturbing than the warmer shades and should be considered for use. | This site is close to residents whose properties are built on a rocky outcrop, noise disturbance during building works will be amplified because of this and during the 24 hour running of the facility when in operation. Refrigerated lorries will be a particular problem. The site is low lying and therefore sound and light cannot be screened effectively. | - | I live 8km (as the crow flies) from Holyhead port and 10km from this proposed site and at night can clearly see the lights from both locations. The lights being used on this site presently are a very, very bright white light, much brighter than any other lights along the Holyhead coastal skyline. Light pollution is insidious. Presently on site, the employment of security guards who live 250 miles away is not environmentally sound. Noise and light will cause pollution and interference to wildlife in the locality. | Covid 19 travel restrictions from England into Wales ends on 12 April '21, this consultation period ends on 13 April '21. Because of these travel restrictions this shorter 3 week period for consultation, which departs from the Welsh Governments usual 12 week period, is not allowing time for residents who have second homes in surrounding area and Treaddur Bay to make representation. | Local business owner | No | No |

| | | | | | | | | |
|------|---|---|---|--|---|-----------------|----|---|
| 1006 | <p>The location is much too close to residential areas near adjoining fields in Trearddur Bay. I do not think that greenfield land should be built on to house this border control post.</p> | <p>Because the inspection of HGVs requires that they are completely enclosed within a building, the height of the buildings will, through necessity, be very tall and completely unsuitable for the location of the proposed border control post, which has a slightly elevated position. The buildings will be far too imposing on the landscape.</p> | <p>There would need to be strict measures in place to stop HGVs/border control traffic from driving along the narrow, quiet lane (Lon Towyn Capel) towards Trearddur Bay Country Park.</p> | <p>The location of the proposed border control post is currently a field/greenfield land. Replacing this with tarmac and a steady flow of HGVs etc, will have an obvious detrimental impact on the environment and the ecology of the area. Light pollution, as is currently a problem with the Roadking Truckstop where the lights are excessively bright and are extremely tall.</p> | <p>Given the increased traffic that this border control post would bring to the area, there would need to be measures in place to ensure that HGVs etc would not park along Lon Towyn Capel and restrict local traffic from accessing places such as the Trefignath burial chamber. Littering would also be a concern.</p> | Nearby resident | No | In the area (within 1km) |
| 1007 | <p>Concerned as to why a location less than 200m from a existing, quiet Trearddur Bay residential area been chosen for a service for the busy 24hr Holyhead Port. There are a number of alternative sites that could have been chosen: 1. Within the port - prevents traffic rolling on, and then off A55 again. 2. At the existing HGV inspection site in Caergeiliog, where HGVs can roll straight off a slipway and not round a busy flyover. 3. At an alternative plot in Parc Cybi - on a lower, less intrusive site. The current development on Plot 9 was put in using a temporary permission in case of Brexit issues, and put up with no public consultation. This new proposal is based on a assumption that the existing site was already being used, where in fact before Dec 2020 it was an empty field.</p> | <p>Noise and light pollution are the main issue, as the site is at the top of the hill at Parc Cybi, rather than in one of the lower plots in a natural dip. The proposal mentions landscaping, but is not specific what this would be, so have no idea how effective it would be. The noise during construction of the "emergency HGV stacking facility" was very intrusive, and only bearable in that it wasn't 24hrs. The proposal of a 24/7 BIP facility will not be tolerable. This will be exacerbated if the "emergency stacking facility" needs to be implemented What guarantees will there be that the numbers of HGVs will be limited to the maximum of 40 proposed? How will the noise of a number of these HGVs arriving all at once off the night/early hours ferry be mitigated against? How can you guarantee it will not create a disturbance, most worrying during the night. Noise from vehicles accelerating up to the site, engines running, reversing alarms, cab and container doors banging, noise from refrigeration units, general personnel noise will all add up to a serious disturbance, especially for working people during the night. Proposal states that a site manager will be contactable in event of adverse impacts - what guarantees are there that this person would be available at all times, and that our concerns would be</p> | <p>Increased volume of traffic on/off A55 and over awkward flyover - this is main access for both locals and holiday makers from A55 to Trearddur Bay/Supermarkets etc What mitigation will be in place if in addition to the BIP traffic, the stacking facility needs to be implemented?</p> | <p>As with point 10 - noise and light pollution.</p> | <p>1. The timescale for the public consultation should be longer. With the current Covid restrictions in place, a number of residents will not be aware/in receipt of notification of this proposal until they can visit their properties. This will be, at the earliest only 1 day before consultation closes, so cannot be claimed to be a full public consultation, as many are unlikely to arrive by then. 2. If the noise/general disturbance proves to be problematic long term, there are also concerns about the impact on property value in the Penrhyn Geiriol area especially.</p> | Nearby resident | No | Quite close live close to the route (within 250 metres) |

| | | | | | | | | |
|------|---|--|---|--|---|------------------------|---|--------------------------|
| | | taken seriously/acted upon promptly? | | | | | | |
| 1008 | Its a piece of land that has already been unnecessarily been disturbed and I feel the location is unfair in regards to the residents behind it, never mind the wildlife that will be disturbed. | I worry it will cause a lot of noise and disruption to the residents in that area, which has always been so very peaceful | The traffic will again disturb the residents behind | The building works will cause havoc could disturb the wildlif, especially after recent works with the unused parking for HGVs | I'm confused as to what has changed and why we need one now, the unused traffic stacking place is just being thrown out to any use. The residents behind don't want or need any more disruption. | Other (please specify) | No | In the area (within 1km) |
| 1009 | We are extremely concerned regarding the proposed location of the border control post due to the proximity being within 100 metres to our dwelling. It will impact greatly on our privacy. We appreciate as a result of Brexit that such a post is necessary but we are questioning whether this could be located on a site further away from residential properties. Could this be erected on the area of plot 9 which had already been prepared to receive 129 HGV'S. We were under the impression, originally, that the Welsh Government were going to use plot 7. Now that plot 9 has been over-estimated to receive 129 HGV'S, and you intend to utilise this facility for border checks, would it not be more acceptable to use plot 8: adjacent to plot 9, which is alongside the main approach road towards the Road King, thus keeping the buildings away from residential properties. | The proposed shed will border onto our dwelling. The route of the HGV'S is directed towards our property thus impacting on our privacy. The noise pollution and lighting from both the site and vehicles will cause considerable disturbance. The site will be operational 24/7. We will certainly not be able to continue sleeping in the bedroom at the rear of our property, as we believe the site will be in use about midnight and 5am. This would cause disturbance to our sleep. The lighting from the overflow car park has caused us significant disturbance but the Border Control post will seriously cause more problems due to the proximity to our property. We will be affected by the lighting on the site, HGV lights and staff car lighting. Another great concern to us if flooding of our property. We have a pond on our land, which takes all | The town of Holyhead suffers traffic congestion when the ferries disembark but they normally continue straight onto the A55. With this extra check in place at Parc Cybi traffic will be directed along a road, which is already very busy, being the road leading to Supermarkets. | Our concerns are: POLLUTION - HGV diesel exhaust is a dangerous pollutant to human health LIGHTING - from the site, HGV'S and staff vehicles will impact on our privacy considerably. How can this be reduced NOISE - HGV'S parked with engines running will cause us considerable disturbance, especially during the night. This is not acceptable to us. | Approximately 75 employees to cover a 24 hour period. We would imagine 3 shifts of 25 staff. Why is it necessary to have a staff car park for 75 vehicles? Has the proposed shed been oversized also? On the proposed site layout it does not show how far away the shed is from our property, nor the roadway. Please supply this information. Landscaping, please supply more information. The original landscape bunding surrounding plot 9 is not adequate in height. Most of the trees which were planted are dead. A larger bund, similar to the one at the stacking site, recently built, with a better selection of hardy evergreen trees, might suffice. The site will be obtrusive and the design does not blend in with surrounding green spaces. This is an area of natural beauty and habitat for wildlife. We have noticed over the past few months a considerable decline in pheasants, ducks, herons, rabbits and foxes. You state the operation of the site is not located immediately alongside residential properties. Is 100 metres not alongside? Who is the Site Manager, and how, please may we contact him. Hazardous materials are also mentioned. Can you please divulge further information? Finally, we have had a telephone conversation with Mr James Cooke, Border Infrastructure Programme requesting a site meeting. Can this please be arranged? We have supplied Mr Cooke with a couple of photos. Form also sent by mail. | Nearby resident | I live close to the route (within 100 metres) | Yes (within 100 metres) |

surface rain water from the estate, an easement given to the Gwynedd County Council, plus natural run off from adjacent fields. When the pond and surrounding area floods, electronic photos can be supplied, if you forward an e-Mail address, the pond has soak away drains, which run through Parc Cybi. The flooded area normally recedes within 24-48 hours. During the winter period this is a frequent occurrence. We can also supply a video showing the run off from our land to Parc Cybi, which is constant. Plot 9 is currently an interim stacking facility site. Great expense has occurred with this development but we have only seen 2/3 HGV's on this site on a daily basis. This site is designed to accommodate 129 vehicles. Is this not a considerable over estimation at a huge cost. The new proposed development - has this also been over-estimated, if it was on a smaller scale it might not have such a huge impact on our property and might also be relocated to an adjoining site.

1010

The proposal impacts on my property which is located adjacent to the proposed site, which does not appear to have been fully taken into consideration. The information booklet states that the site is not located immediately alongside residential properties, this is inaccurate. From the proposed site layout (page 3 of the information booklet) it is unclear where the current stacking facility is located (page 2 of the information booklet) I have serious concerns about how the noise, lighting, visual impact and pollution are to be managed / mitigated. There is nothing within the information pack that gives me confidence that the proposal has been designed to be as 'unobtrusive as possible' other than saying further documents will be provided.

I would have expected the buildings to have been designed to be less intrusive for local residents, which shows a lack of understating of the location and surrounding area. The current landscaping is not fit for purpose; the trees do not provide the necessary blockage/ cover of the proposed buildings and HGV vehicles. Deciduous trees bordering the plot currently which are dormant most of the year do not provide the necessary coverage. There are large gaps where the trees have not survived. Further detail on the landscaping / fencing needs to be provided. This needs to outline how the noise and visual impact of the proposed build will be minimised. During the construction stage the site will presumably require a significant amount of rock to be removed (pecked)

I would have expected a traffic impact survey to have been completed prior to a site been selected. (Outside of the pandemic) The increased HGV traffic using the A5153 road to the site will have an impact on local community and residents. This road layout has not been designed for a high volume of traffic. What is to be done to reduce the noise of the HGV vehicles arriving on site, as a number will be arriving and departing out of hours in line with ferry crossing timings. Is there to be a site speed limit to reduce vehicle noise throughout the day and night? The proposed vehicle flow / routing will direct the HGV's and other vehicles towards the residential area. With the site open 24/7 the HGV and other

This plot has been rural farmland for decades and as a result wildlife habitat the area. Again the information pack lacks any details of what is to be done to preserve and maintain. Information pack lacks detail of what is to be done to minimise HGV pollution. It is stated that a landscaping strategy is to be developed but no detail to provide reassurances this will suffice.

I appreciate that this is a designated plot for Parc Cybi, I would just ask for my concerns and questions to be considered and answered. The information pack is lacking the required level of detail to give confidence to local residents and the community that a full and thorough due diligence process has been followed. Please provide an email address so I can send across photos of the current inadequate landscaping. Form also sent via mail.

Nearby resident

I live close to the route (within 100 metres)

Yes (within 100 metres)

which will be extremely disruptive to the local residents.

vehicles headlights will shine directly towards my property. HGV safety lights have to be on at all times which again will be very visually intrusive. Lighting columns / Stationary lighting will impact on residential properties.

1011

This location is bad, and to be much regretted. It is far too elevated and visible. The land to the south and south west of 'Plot 9' is a very sensitive landscape (I am the retired public servant who devised LANDMAP Wales: see Planning Policy Wales, 2021). The people of Ynys Gybi deserve to have a coastal forest park, extending the scattered and largely inaccessible coniferous and other woodland to the SE of the site on former smelter-owned land. Land S & SW of Plot 9, extending for several fields, across to the development associated with the B.4545, ought to be earmarked for a Coastal Force park and Arboretum. See my 30 March 2021 post proposing this - on Facebook Trearddur Bay/Porth Dafarch, which within a day received 37 Likes and 9 Shares. Trefignaeth Road that still runs on south of 'Plot 9' is a centuries old post route pre-dating the A.5 and B.4545 embankment crossings. This is an area greatly valued by many people. I grew up on Lon Trefignaeth Road 1954-65, and personally discovered in 1957 the (Cadw scheduled monument) Trearddur Hut Group [located on the now self-styled Trearddur Country Park]. Lon Trefignaeth Road, from Kingsland to beyond its junction with Lon Towyn Capel Road in Trearddur Bay, really should be Listed by Cadw, and a suitable and timely management scheme introduced for the road and its historic walls.

See also Q. 9 above. Design and appearance. If this development goes ahead, which I expect it will, please ask your architects to think very carefully indeed about the appearance of the various buildings. Guidance has been developed over very many years on the appearance of structures in the countryside, e.g., farm buildings and caravans, and in sensitive locations. (I authored for Government- 'Wales: making places, a design guide', 1999. Please refer to it, and invite the Design Commission for Wales (I was a director of its precursor body) to advise and comment on the design proposals before finalisation. The Prince of Wales has also (had) a design commenting adviser. Let's do this 'unfortunate' development as well as it can be done, so that it actually becomes a visual asset, and not the awful excrescence that it could otherwise be. An international ('globally aware') facility that both represents the Britain, and reflects the self-esteem of the local people of Ynys Gybi (and their numerous scenic visitors) of Holy Island, please do your very best to produce a site that is creditable, and even wins praise. And, please, don't overlook the idea of a Coastal Forest Park and Arboretum for area

On behalf of several close friends affected

No

No

to the S and SW of the development, as well as encouraging the maximum possible public sector respect and support for Lon Trefignath itself.

| | | | | | | | | |
|------|---|--|---|--|--|-----------------|----|--------------------------|
| | | | | | | | | |
| 1012 | With space limited within the vicinity of the port it is understandable that the control post was built where it is | No problem with either the actual construction or operation of the Control Post | With two ferries minimum arriving and departing between 12.00 and 14.30 ,this would mean an awful lot more freight arriving and departing the Border Control Post than the stipulated 25to30 vehicles per 24 hours. Will all this vehicle movements not have a major impact on the publics use of the roads involved including the roundabouts. I have not mentioned the same amount of ferries arriving and departing between midnite and 02.30 for obvious reasons. | With this area having already been excavated for the construction of the A55 ,this site area was ready for construction. so many vehicles every day cannot have anything but a bad effect on the enviroment. | Main concern is the movement of the public using these roads during the times when both vessels have arrived and prior to departure from the port of Holyhead. | Nearby resident | No | In the area (within 1km) |
| 1013 | I think it is a good location as it is close to the Roadking facilities and close enough the A55, access for wagons would not disrupt general traffic as it is not part of a main road and I feel it's far enough away from residential properties. | I think it's important to consider the wildlife aspect if there are any endangered species of animal or plants and to put measures in place to protect | Think the access will not disrupt local traffic as it is so close to the a55 and the adjoining road is not a main road | No | No | Nearby resident | No | In the area (within 1km) |

| | | | | | | | | |
|------|---|--|--|---|---|---|----|--------------------------|
| 1014 | Anglesey Aluminium's Penrhos Works site is secure, has a road layout, offices, covered areas and weigh bridge. The unused area between London road and old ferry birth at Holyhead station would be ideal as access could be gained from A55 | This facility must be built and operated with consideration for the people who live locally and the greater number of people that walk down Lôn Trefignath as part of their daily exercise routine as this area was a designated AONB and SSSI | We already have problems with goods vehicles parking wherever they wish and the drivers leaving bottles of urine on the verges and in the hedgerows. These problems need addressing | Light and noise pollution will pose a problem along with drivers tendencies to leave rubbish and bottles of urine at the roadside | Our properties have living rooms upstairs that look out towards Holyhead Mountain and we have had to complain about light pollution to the developers and I am concerned that this development will become a noisy, smelly light polluting "blot on the landscape" | I am: 1. A former resident of the local road that runs on south from Plot 9. 2. I was a professional public servant in Wales (Gwynedd CC 1975-83; Countryside Council for Wales 1991-2004), developing the national landscape information system, LANDMAP. 3. I am extremely concerned that the AONB national landscape that covers Parc Cybi, and ALSO covers most of the rest of Holy Island (Ynys Gybi) south, SE and SW of Parc Cybi is not being sufficiently well managed by the public authorities. There is VERY MUCH more that could and SHOULD be being done: IoACC Planning/Countryside/Menter Mon, NRW, and Cadw. | No | In the area (within 1km) |
| 1015 | I believe there are other sites more suitable and less destructive in the area. 1) The Ortheos/Anglesey Aluminium site is a large brownfield site, more directly accessible to the port with some of the relevant facilities already available onsite. That site would not have been intrusive to any residential area, in contrast to Plot 9. 2) There is a large area within the port boundaries, in the vicinity of Platform 1, station area, which could have been repurposed. That would have been less intrusive to residential areas and totally secure. | 1) Construction- given this facility is proposed in a SSSI, to be built on the unused area for HGV stacking, which itself was built under emergency powers, which allowed the development without any input from the public there is a duty, if built, to ensure work undertaken does not intrude on the environment or local communities. There is a duty to improve community involvement and consultation. 2) Operation: the site must operate continuously with full respect for the environment and local population. Visibility of facilities, both night and day from surrounding properties needs to be minimised as much as possible. Floodlights should be kept to a minimum and lighting should be low intrusion and downward focussed. Noise and fumes from vehicles should also be strictly controlled, with vehicles not allowed to run engines unless necessary and for the shortest time possible. The site manager must be accessible and open for residents to offer comments/suggest changes. | Vehicles should not be allowed to park anywhere on the access road - from the main roundabout on the link road on the B4545 up to and including access to the site. Historically the road through Parc Cybi and field entrances along that road have been blocked by lorries choosing not to use Road King. Food waste, general rubbish and human waste has been dumped along verges and in gateways. Are the roads in Parc Cybi of suitable strength to deal with continuous HGV traffic? Are Border Facilities intending to support financially the maintenance of footpaths and grass verges along the Parc Cybi access road? | Light pollution should be kept to a minimum - low height, downward facing minimum intensity lighting should be used. The areas surrounding Plot 9 have been dark sky areas in the past. Noise, fumes and liquid pollutants from the site must be monitored and kept to a minimum to ensure the local environment is not further degraded. | Our home and two other properties face the site directly across fields at a distance of approximately 500m. These 3 properties are 'upside down' houses so lighting on Plot 9 has intruded hugely into our living rooms. In the recent past security staff on the site refused to switch off lighting at maximum height and refused to adjust it downwards, which created very difficult living conditions for us and our neighbours. Lighting MUST be of the lowest intensity, downward facing possible. Landscaping should be considered on ALL boundaries to decrease the visual impact from all aspects and light impact from all aspects at night. Building height must be carefully considered in order not to intrude for surrounding residents. Your outline plan has little indicated height so residents will find it difficult to assess what impact any of the buildings planned will have on their properties. More information for all is required. | Nearby resident | No | In the area (within 1km) |

| | | | | | | | | |
|------|---|--|---|---|---|------------------------|---------------------|--------------------------|
| 1016 | BEST SITE CONSIDERING THE CONSTRAINTS OF SIZE AND LAND AVAILABILITY. WELL AWAY FROM RESIDENTIAL AREA. EASILY REACHED FROM A55 | NONE | NOTHING MUCH ABOUT THIS IN YOUR EARLY BLURB. HOWEVER, SKETCH PLANS LOOK REASONABLE. | NATURE IS ALWAYS THE FIRST TO SUFFER BUT 'NEEDS MUST'! | CAN CCTV & ANPR CAMERAS BE POSITIONED ON THE ROUTE TO / FROM THE SITE AND PORT? THERE IS A LOT OF 'URINE IN BOTTLES' AND FAST FOOD PACKAGING THROWN FROM VEHICLE HERE! | Nearby resident | No | In the area (within 1km) |
| 1017 | No | | | | | Nearby resident | I live on the route | In the area (within 1km) |
| 1018 | Yes - Inadequate & insufficient details provided. What are the costings? What alternative sites have been considered? Why was this consultation not carried out earlier? Why is the consultation period so brief? What are your policies on energy conservation, atmosphere monitoring, impact of light & noise on environment, transport policy. | Yes - this area depends on tourism. There is little other industry. Creating 75 jobs would not compensate for the lack of character & loss of tranquility this control post would create. There are many other suitable sites close to the A55 that would not be so disruptive and not impact negatively on tourism & the environment. | Yes - this control post will create traffic congestion and have significant impact on road safety in the area. This is not an affluent area, the area can be busy with pedestrians, including families with young children walking to & from retail centre to Holyhead and to and from Holyhead to the beach and Penrhos. | Yes: This area is important for wildlife - the neighbouring country park has an incipient red squirrel colony, rare choughs have been reestablished and the area is home to some specimens of rare plants not found elsewhere. Also it is an important archaeological site with standing stones along one of the nearby access roads. | Yes. I object strongly to the design. Access has not been adequately considered. What is the green transport policy? 75 Car parking spaces for a workforce of 75 over 24 hours is totally out of proportion given that you quote 24-30 vehicles (HGV's) during a 24-hour period. What about buses and cycle ways for workforce? | Other (please specify) | No | No |

| | | | | | | | | |
|------|--|--|---|--|--|-----------------|----|--------------------------|
| 1019 | The site is on an archaeology site. All evidence has been destroyed during construction. Artefacts have been lost/destroyed. | Yes, is it possible to minimise the run time of engines, especially during cold snaps when lorries run their engines continuously to keep the batteries charged. Suggest charging points be installed for charging batteries with the supply coming from a renewable source. | Ensure no wagons/lorries go through Trearddur Bay. During the tourist season Trearddur Bay gets very busy and clogged with traffic. | Water run-off from the tarmac as natural drainage has been destroyed. Pollution from the park from light and polluted run-off. | Please address these issues. | | | |
| 1020 | The Control Post is close to residential property with risk of pollution to the environment caused by emissions from HGV vehicles. | The roundabout close to the proposed border control is far too tight & small. | The Border Post should be constructed closer to the A55. Why hasn't the control post by Bodedern turn off being considered? | Absolutely - as answer to Q1. Also site opposite a historical site of interest, the Trefignath Burial Chamber. | This was rushed through due to Brexit without thought. Initially Roadking was being purchased & then withdrawn, shambolic decision making & wasted money. Site should definitely be closer to A55. | | | |
| 1021 | As good a site as any | None | None | None | None | Nearby resident | No | In the area (within 1km) |

| | | | | | | | |
|------|--|--|--|--|---|-----------|--------------------------------|
| 1022 | <p>Significant objections to the location. Our property is 100m from the site boundary and will be significantly impacted by light and noise pollution (as is already being experienced). Please get in touch with a contact and I will share photo's of the insufferable light pollution.</p> <p>*** "The site provides convenient transport links with nearby access to/from the port of Holyhead and the A55 linking with mainland Wales."</p> <p>* There are multiple other developed (and undeveloped) sites located along the A55 that could be considered:</p> <p>° Site off Junction 4, Bodedern - scope to expand the site with no residential impact, closer proximity to the A55 and is on route to and from the port, HGVs would only need to make one stop on their journey across the island.</p> <p>* Anglesey Aluminium or Penrhos Industrial Estate — Already has the infrastructure there, lighting already installed and has no additional impact to residents and wildlife, is directly off the A55, is not in an area of outstanding natural beauty, vast areas not being used.</p> <p>* Parc Cybi Plot 7 — Can be used in conjunction with the Roadking Truckstop, no residential impact.</p> <p>* Parc Cybi Plot 8 — Current Plot 9 development extended into Plot 8. This would decrease the impact to residents and keep traffic away from the estate.</p> <p>* Gaerwen industrial estate — land is already developed for industrial use, lighting and access already in place,</p> <p>* Mona showground — site development with no residential impact, fewer noise restrictions due to proximity to the airfield.</p> <p>* Mona industrial estate — developed site with no residential impact, fewer noise restrictions due to proximity to the airfield.</p> <p>Quoting Virginia Crosbie: "Investigations by both Welsh and UK Governments have established there is no single site immediately available in Holyhead that is big enough to support both functions. This means that the operations will need to be split over multiple sites." Why is this not being considered further? Using multiple smaller sites would have less impact on residential</p> | <p>*** "Separate inspection shelters would be provided for consumable and non-consumable produce, small animals, large animals and horses."</p> <p>* reference Virginia Crosbie- multiple smaller sites can be used. Smaller sites can be designated for the different purposes as above. Smaller sites are less intrusive and there are several already available in Parc Cybi that would not have a residential impact. Has this been considered?</p> <p>*** "Approximately 75 staff car parking spaces."</p> <p>* Are that many staff going to be on site at the same time considering it is 75 staff expected to visit the site within a 24 hour period? This amount of car park space seems excessive and is wasting space.</p> <p>***Proposed site layout - "The site has been designed taking social distancing into consideration..."</p> <p>* Does this mean the site has been over developed to allow for social distancing? This is unrealistic, COVID-19 is a small blip in the grand scheme of things. A site should not be over developed for something that will be a thing of the past in the near future, most likely before the site is up and running. Again, this seems like a plan for something that by the time it's built is no longer an issue.</p> <p>***Site design - "Lighting columns would be reduced to the lowest height as is practical. They would also be directional and hooded to ensure that light spill is minimised. The impact of lighting will be assessed in terms of its impact to heritage, landscape and ecological effects."</p> <p>*Is lighting necessary if there is lighting in the building to carry out checks? HGV headlights and cats eyes on the road should be sufficient. Dealing with light spillage</p> | <p>* "On average, around 25-30 HGV's are expected at the site throughout every 24-hour period."</p> <p>Currently there are eight (8) ferries between Holyhead and Dublin: 00:15, 00:30, 2 x 5:30, 2 x 11:30 and 2 x 17:30.</p> <p>Expecting the upper limit of 30 HGV's within a 24-hour period across 8 opportunities to cross the Irish Sea: 30/8 = 3.75 (4 rounded). A maximum of 2 crossings at the same time: 4x 2 =8. On average, 8 HGV's would be visiting the site for inspection. Again I reiterate, why is the site being developed on such a massive scale? firmly consider it to be an overdevelopment for the needs.</p> <p>Traffic management</p> <p>***"The number of HGVs than can be stationed at the Parc Cybi border control at any one time would be up to 40."</p> <p>* This is surely a huge overestimation when on average, 8 HGVs would likely be present. Is it at all necessary to create a site of such grand scale for a 'just in case' scenario. Traffic across the island has decreased significantly since Brexit. Understandably, preparations were made by stockpiling but one would expect by now, if traffic was ever to increase to anywhere near historical levels, they would have started to do so more than what they have.</p> <p>*** "In the event of any closures of the A55, the AS would be used to access the site. Traffic would access and leave the site via the existing access point. This is an already established HGV route for vehicles accessing the Roadking Truckstop site."</p> <p>* Although this is</p> | <p>***All environmental mitigation measures would be reviewed by the Welsh Government and the site operators on an ongoing basis."</p> <p>* How often would these measures be reviewed? What happens if mitigations are broken? Is there any disciplinary action? Who would be held responsible? Will there be contact information made available to report any environmental issues? One environmental issue which is already a problem with the existence of the Road King is bottles of urine being thrown into verges and onto foot paths. More HGV's visiting the park is going to result in more environmental hazards like this. Families walk through the park to Trefignath, the Neolithic burial chamber and Ty Mawr Standing Stone. I am amazed that planning was ever fairly granted when the area is an AONB and SSSI with historical significance present.</p> <p>* Archaeological digs from a decade ago found ancient finds of "international importance" which showed how people lived on Anglesey around 6,000 years ago. A 6,000 year old Neolithic timber hall, a 2,400-year-old Iron Age village and a 4,000-year-old Bronze Age burial site with stone chambers were just some of the discoveries made by experts from the Gwynedd Archaeological Trust who excavated the 20 hectare site between 2006 and 2010. The most important artefact is considered to be a large Neolithic jet-like bead - the only one known to have come from Wales - and believed to be 5,700-years-old. With such important archaeological finds at Parc Cybi, how can it be justified to essentially concrete over these rich historical lands?</p> <p>*** "... environmental</p> | <p>*** "Employment opportunities would be created."</p> <p>Of course employment opportunities would be created but how many are guaranteed to be local people? How many are expected to be contractors from afar who live in temporary accommodation during the week before travelling home for the weekend? The security guards currently working at the site are from Manchester, living in a B&B during the week. Why are local people not employed in these roles? This is absolutely what will happen once a full site is constructed, many roles will be filled with people from away which does not benefit the local community.</p> <p>How many of the job roles are skilled? How many would be on zero hour contracts? What benefit will the local community gain and do these benefits outweigh the detriment to the immediate local community? How many roles would require individuals with higher education certificates?</p> <p>*** "The Parc Cybi site is already allocated for commercial development."</p> <p>If the entire park area was to go through the planning process today for planning to commercialise the area, would planning be granted? In light of all the new data supporting the effects traffic and destruction of natural habitats have on climate change, effects of commercial developments on ecosystems, effects of light and noise pollution on mental health, serious thought needs to be given to using Plot 9 for the proposed purposes. Anyone visiting plot 9 or viewing the plot from Penhryn Geiriol will see that Plot 9 is not a plot that sits nicely within the business park. It is at the end of the park, tucked away behind a hill and most certainly in an area of outstanding natural beauty. Also tucked away behind that hill are multiple residential estates. Development of this nature on Plot 9 will encroach on the everyday lives of real people, we have serious privacy concerns. Had Plot 9 been on the other side of the hill, it would have little impact on residents but with this precise location, this development plan is obscure and out of place.</p> <p>*** "The site would operate 24/7..."</p> <p>Concerned about the light pollution when no HGV's are present on site. Wasteful use of energy. Is a no light site possible? Making use of such things as cats eyes to direct HGV's to the necessary location. Why would an excessive amount of light be necessary if the checks are being performed within the building? Concerned about over-illumination when HGV headlights would be sufficient — if headlights are sufficient on trunk roads why would they not be sufficient for a border control post? Again, the flow of traffic design has not considered the estate and headlights alone will be a nuisance. Concerned about noise pollution during early hours of the morning. The living space of my property is facing the site; living room, master bedroom and our 1 year old son's bedroom. Light and noise pollution are serious concerns which have already been causing undue anxiety during the build of the stacking site. The noise from the construction throughout the day and the light pollution from the flood lights has already impacted my mental health. When the HMRC took over the site on 18 March 2021 had a breakdown due to the intense light pollution directed straight at the estate and directly into our home, it was an absolute invasion of privacy. Closing the curtains did little to block out the light and the hum from the generators powering the lights could be heard indoors with the windows closed. have had several restless nights due to the light issues which has contributed to a deterioration of my wellbeing and heartbreakingly my 1 year old son has become anxious as he is picking up on my emotions. Scheme details</p> <p>****"Approximately 75 employees expected at the site over a 24-hour period..."</p> | <p>No</p> | <p>Yes (within 100 metres)</p> |
|------|--|--|--|--|---|-----------|--------------------------------|

Nearby resident

| | | | | | | | |
|--|---|---|--|--|--|--|--|
| <p>estates.</p> <p>*** "Part of the site has already been developed using temporary permission under the Permitted Development Rights to facilitate an emergency HGV stacking facility required as a result of the transition period." * The site has not been used as a HGV stacking site making it redundant. The contraflow along the ASS was also not used. The site was built as an emergency based on overestimated predictions. Estimates given in the information pack are viewed as overestimates leading to a proposed overdevelopment. * Had the stacking site not been built would Plot 9 have been considered for a border control post? If not, has enough consideration been given to any of the other sites which would have been developed, sites with less residential impact? Penrhyn Geiriol is a bordering estate with properties within 100m of Plot 9's boundary. Has the proximity of Penrhyn Geiriol and other neighbouring estates been considered when discussing Plot 9? ° would like to plea with anyone working on this project to visit the estate to understand the true impact a site of this nature and magnitude will have on the residents. Aerial maps do not give a sufficient appreciation of how vast and visible this site will be to the neighbouring properties. Penrhyn Geiriol is in an elevated position and will be over looking the site.</p> <p>****"Further environmental surveys will be undertaken..." * How can further environmental survey be undertaken when there now exists a brown field where all the existing habitats have been destroyed? ° Were initial studies thorough and complete? Visible wildlife has dropped substantially since the destruction of Plot 9. We now see fewer rabbits, badgers, pheasants and ducks. Their environment has been disturbed. * Has the flooding been adequately assessed? Our garden and our neighbours land is susceptible to flooding during periods of heavy rainfall. Removal of such a vast area of natural drainage will undoubtedly increase the severity of flooding, damaging</p> | <p>is necessary but also, minimising the number of lights on the site should also be necessary as although there may be no light spillage, the fact that the site itself is being lit up will be a source of light pollution in itself. Will the impact to people be considered in the survey? We are/will be heavily impacted and this needs to be recorded and noted as unacceptable.</p> <p>*** "An assessment of noise impact will be undertaken to ensure the noise levels do not significantly impact nearby residents, and noise mitigation measures (if required) will be included in the design." * Any noise level will be a significant impact on residents due to the peacefulness of the estate pre-Plot 9 development. Are controls measures able to eliminate 100% of noise? We can currently hear the generators powering the temporary lighting which are located on the far end of the plot, away from our property, when we go to bed. HGV's coming right up to the boundary nearest our home will have a incredible noise impact which will be: unacceptable, especially during the middle of the night. Refrigerated trucks are only going to worsen the issue.</p> <p>*** "Are refrigerated vehicles expected at the border control post? Refrigerated vehicles would be checked at the border control post and beheld at the site for as little time as possible." * Refrigerated vehicles are extremely noisy, this is of significant concerns to residents. Do any mitigations exist to eliminate noise produced by HGVs 100%? Due to the proximity of the residential estate these mitigations would be expected as a minimum as enjoyment of our outside space would be completely eliminated if noise issues cannot be handled.</p> | <p>currently an established route, if more HGVs are expected to be visiting the park (as stated - possibly 40 at any one time), are these routes capable of handling such increased HGV traffic, will public safety be compromised with Increased traffic of this nature? The predicted numbers provided are misleading and contradicting of one another. Statements being made: 25-30 in a 24-hour period, followed by 40 at any one time. This is absurd and deceptive. The predicted throughput after we exited Europe on 1* January were colossally incorrect, to the extent we shut half the A55 down and spent millions of pounds on building a stacking site which was never used for its purpose. What confidence does the Welsh Government have in these latest figures?</p> | <p>assessments continue to be carried out..." How are environmental assessments still being carried out when the area has been destructed. Existing habitats have been destroyed and the number of wildlife has been reduced. What measures can be put in place for the loss of habitats when naturally, if you concrete over you cannot replace?</p> <p>*** "A landscape strategy would be developed at the site which would provide measures to minimise the potential for adverse environmental effects." * Will the strategy include a way for preventing increased flooding to local residents? What landscaping will be done to lessen the visual impact of the buildings, the tarmac and all the HGV's v g the site? This is an AONB and therefore a lot of consideration needs to be given to each and every aspect of the landscape. Initial suggestions would be green roofs which would promote wildlife such as bees or better yet to essentially bury the inspection shed to create an above ground hobbit style building. This design would benefit in respects to naturally insulating the building and therefore reducing energy loss, natural noise suppressor, would contribute to balancing the environmental affects due to increased pollution. It would most likely be the first of it's kind and would pave the way to a greener future for historically unattractive commercial outlets.</p> <p>*** "The assessment will have consideration of air quality, cultural heritage, landscape and visual effects, biodiversity, road drainage and water, and noise" Each and every single one of those points will be negatively</p> | <p>75 employees is excessive considering an average of 8 HGV's will potentially be visiting the site at the same time. Will it be 75 employees over two or three shifts — across a 24 hours period? What other roles are their other than marshals and will 10 marshals always be on site? Why are so many marshals necessary considering the expected site throughput? How many inspectors will be on site at any given time? Are technological advances not able to be used to reduce the amount of staff required? The running cost of technology would be beneficial over paying several salaries and considering tax payers are footing the bill, savings should be considered where ever possible. Should we be concerned for our safety if there is a need for that many safety marshals? fs there a risk of illegal immigrants running away from the site and towards our homes? Is it expected that local crime rates will increase?</p> <p>*** "Approval of the site would be sought through the requirements of a Special Development Order (SDO)..." "Why were preparations not made in advance of November 2020 when Brexit was known about for at least 3 years ahead. As residents, we feel like we have been backed into a corner and we have no opposition to these plans going ahead due to the urgency which was wholly avoidable. Our strongest opinions are to re-locate the site elsewhere or to develop across onto Plot 8 rather than encroaching onto residents through developing into Plot 9.</p> <p>*** "A number of separate documents will be provided to Welsh Government" * Will the public be able to access these documents before any planning is granted? Is there another consultation phase when final plans have been created?</p> <p>PERSONAL STATEMENT</p> <p>We are a young family who have worked extremely hard to be able to afford a property in such a premium neighbourhood. We paid a premium for this house in November 2020 only for the dream forever home to turn into a nightmare two weeks after we moved in. Searches conducted did not identify anything that would have deterred us from buying this property and we feel completely blindsided by what has happened. There were no communications regarding the initial development for a stacking site and it seems the expanded development is a foregone conclusion based on the stacking site opening the gates to such a development. Our initial concerns are the light and noise nuisances (indoors and outdoors) that a site of this nature and proximity to us is going to cause. Other concerns are the increased risk of flooding to our garden, increased air pollution, detrimental affect to local wildlife and the visual hindrance that will be on display from our most lived in room. Extensive thought and consideration needs to be given to the appearance of such a large building in the middle of an area of outstanding natural beauty.</p> <p>I am a keen night time photographer, this was one of the biggest draws to this property. The fact there were dark skies next door meant excellent opportunities for photographing the milky way, meteor showers and teaching my son about astronomy when he is older but must admit the absolute biggest opportunity was hoping to benefit from was north facing dark skies as this would give us the perfect setting to set up and image the Northern Lights or if incredibly lucky, be able to see them without the need for a camera as have done so on numerous occasions from Holyhead Country Park. Alas, this has not been AT ALL possible due to the light spill from construction works and most recently the light trespass of HMRC's set up and will not be possible once the entire site is developed.</p> | | | |
|--|---|---|--|--|--|--|--|

| | | | | | | | |
|---|---|--|--|---|--|--|--|
| <p>our property.</p> <p>*** “ include the necessary design measures and mitigation required to ensure the residential and ecological receptors are not significantly impacted.”</p> <p>* What is the definition of not significantly impacted? As directly neighbouring residents, not significantly impacted is almost impossible to achieve but there are means to keeping the disturbance to a minimum. The site was previously a dark sky area before the stacking site was erected, light pollution is one of the most significant forms of pollutants we are concerned about, along with noise. Photo's are attached to this pack to show how significant of a problem we have experienced thus far with the construction of the site and HMRC's use of flood lights.</p> <p>* — Isle of Anglesey County Council have just announced a 'Dark Sky Grant Scheme' with a £50,000 fund established by the Welsh Government. How can a scheme like this be justified when a dark sky area is being destroyed by light pollution? We should be doing all we can to protect the dark skies we have by re-using existing sites and not creating more wasteful pollutants.</p> <p>* Particular consideration has not been given to the interface with the nearest adjacent housing to the site. The development will significantly disrupt its neighbours.</p> <p>* The flow of traffic in the design is forcing HGV's to the far end of the field, to within 120m of our property, essentially as close as possible, where there will also be parking spaces. Having engines turned off is all well and good !F drivers abide by those rules but the fact remains refrigerated HGV's will be continuous noise polluters, the start up of engines and the basic movement of HGV's that close to the estate will be a nuisance. We are fearful of the noise nuisance this is going to cause at any time of the day, but especially at night, and we do not understand why the site was designed to force the traffic to this side. It would make more sense to keep the traffic to the road side of the site. This part of the design does not consider the residents and we feel it is poorly thought through.</p> | <p>*** “When will construction work start? Subject to receiving planning permission, required site works could begin in Summer 2021.”</p> <p>* How are resident supposed to manage noise and dust created by the construction works? Majority of the homes are occupied by people who have retired or people who work from home like myself. The homes in the estate are majority occupied with possibly only one or two that are holiday homes, this development is going to affect each and every one of us. Again this is another aspect of this site being chosen for this specific development that is of great annoyance as nearly every property here is going to be impacted.</p> | | <p>impacted/impacting:</p> <ul style="list-style-type: none"> - Air quality — Increased HGV traffic = Increased air pollution = Increased risk to health - Cultural heritage — The area is of archaeological importance and our dark sky heritage with Anglesey celebrating some of the darkest skies in Wales. This development will have a detrimental effect on the character of the local area. - Landscape and visual effects — Plot 9 as previously mentioned is over a hill which separates it from the remainder of the park. It is in an AONB and borders natural green fields. Placing an enormous shed in the middle of the field surrounded by tarmac will have no other effect but detriment to the area. My understanding is development within an AONB needs to give great consideration to the design and not be intrusive to the surroundings, which has not been done with regards to the information pack received (albeit each diagram has a disclaimer but as a resident with no inside knowledge of the plans, this is all I have to base my opinion on). The visual effects of the temporary lighting is detrimental to my mental health, although temporary they have been a great nuisance since November/December 2020 and if used until the site is up and running that is a further 1-2 years potentially. Action needs to be taken now as I am sure it is not only humans that these lights are impacting, the brightness of them will have wildlife confused. - Biodiversity — Residents have already witnessed a significant drop in wildlife visiting the surrounding areas, to no surprise considering the noise caused during construction and the | <p>I have struggled a lot over the last few months with my mental health due to the light pollution and the feeling of being trapped in a property may not want to live in once the development is up and running. have started to request quotes for replacement windows to install acoustic glass for fear of how bad the noise may be from the site but there is nothing that we can do about the noise when we are outside enjoying family time. This is why it is imperative that the mitigations for noise issues are strict and eliminate all of the noise. In due course will request quotes for external soundproofing as am sceptical about how successful the control measure put in place will be. I have even gone as far as having an estate agent to view the property and to discuss our options. We have been informed a development of this nature WILL devalue our property. We purchased this house with the view it would be our forever home so the eventual value of it once we had renovated it to our exacting standards would not matter to us. But due to this development we are unsure whether we will want to stay here so the value is of utmost importance.</p> <p>It is unfair for us to be out of pocket and financially worse off because of something that is out of our control and is being forced upon us. We would like to discuss a compensation package for the mitigations we will have to install, the loss of property value, the mental burden and drain this has placed on us and the constant disruption we have had to endure for the last five months and for the foreseeable future. have given my everything to provide my views on this project and I have done all I can to try and minimise the disruption to our family life but is not enough.</p> | | | |
|---|---|--|--|---|--|--|--|

* — Light and noise pollution are undoubtedly our biggest concerns, we bought this property in November 2020 as our forever home having worked extremely hard to be able to afford this location. Two weeks after moving in the work started on Plot 9 and our dream has quickly been lost. The enjoyment one should get from a new house has been ruined. As I work from home my desk was set up in the living room, also facing the site. We have now lost use of our third bedroom as a bedroom as I have moved my desk into that room for the sake of my mental wellbeing. The light pollution in the evening and constantly looking at the site have made me incredibly anxious and stressed. We are suffering with restless nights due to noise from the generators powering the temporary lighting. If we can already hear the generators at the far end of the plot, we are undoubtedly going to hear HGV's at the nearest side of the plot.

* The evening the A55 contraflow was dismantled, 16% February 2021, we had light nuisances from HGV's entering the site which disturbed our sleep. HGV's driving down the length of the plot will be a massive nuisance as has already been experienced. I wrote to the Welsh Government on the 18th February regarding this issue and was told a bund/screen would be built around the site. I am sceptical of the benefits something like this will provide as ultimately the plot is very long and the screening would need to be very high to counteract the light pollution. That in itself will be unsightly.

* What design measures can be installed to reduce the amount of toxic fumes from HGV exhausts polluting the environment and nearby properties?

*** "Serial view of current stacking facility"

» Is the current tarmacked area not of sufficient area to perform the activities which are to be undertaken at the site? Having talked to staff at the site we have been informed the area is more than enough.

* Why is the site being developed so massive? It is an over-development for the needs.

* There is current parking bays

brightness of lights constantly on at night.
- Road drainage and water — Laying tarmac across the entire plot is removing natural draining. Our lower garden and our neighbours land is low lying and flood during periods of heavy rainfall. Removing the natural draining of that field will only lead to more significant flooding problems for us. it is unacceptable for residents to be negatively impacted as a result of a development they are wholeheartedly against.
- Noise — Generators can currently be heard in doors from the North side of Plot 9. HGVs being directed to the south side of the plot, up to the residential boundary is going to cause unliveable conditions. Mitigations to eliminate 100% of noise is the only action acceptable.

***"The report will also consider geology and soils, material assets and waste, population and health, climate, and cumulative effects."

* The soil here is rich in clay and therefore is not quick to free drain meaning water accumulated on the surface quickly and becomes a significant problem during prolonged heavy rainfall.

= The health of local residents may be impacted by air pollution but mental health problems have already begun due to the cumulative effects of:

- Construction noise issues in the day followed by
- Light issues in the evening followed by
- Worse light issues and generator noise issues in the evening followed by
- Having the lights dimmed but made brighter again a few days later followed by
- Being told that the lights are not as bright as they once were so we should accept that it is an

for approximately 130 HGV's. This is significantly more than the estimated number of HGV's visiting the site with a 24 hour period.

* Why has the building planned for erection been designed so huge? Would a building built across the length of the tarmac currently there not be sufficient? That would keep traffic localised to the far end of Plot 9, away from the estate.

Questions and answers

*** "Why this location?"

* Other sites could be used as discussed previously. We are proactively encouraging the use of other site that WILL NOT impact residents. Why cause such distress to people when other options exist?

*** "Will the operation of the site impact local communities? The site is not located immediately alongside residential properties."

* Our neighbours and our property are 100m from the boundary of Plot 9. We are directly impacted by this development. Saying 'immediately alongside residential properties' means nothing, 100m IS DIRECTLY next to a development of this scale and nature. Anyone who will accept my invitation to visit the estate will see that this is DIRECTLY next to our homes. We are looking into the site from above, there is no avoiding that it is there, landscaping will have little impact due to out elevation. What angers us the most is that there are other possibilities and yet we will be heavily impacted by this decision if planning is granted. For anyone reading this, think to yourselves, would you want this site 100m from your property? Would you want to look at this site every time you walk in to your living room or bedroom? Would you want the noise, light and air pollution that comes with it? This statements is absolutely incorrect and it offends me that anyone would think this is accurate.

improvement. However, having visited the site at night on the 6th April (when the lights were re-brightened) with the lighting considered 'acceptable' by the HMRC, it is easy to see why staff are suffering from headaches as I felt like I needed sunglasses at 11pm.

- We are now trapped living with lights which are trespassing into our property, making life very difficult and there is no one willing to help us. How do we know this isn't going to be the exact same situation when the site is built as I would expect the project to be the same individuals?
- The last five months have been relentless and it is absolutely heart-breaking that the local authority and Welsh Government is unable or unwilling to help.

*** "The ecological studies being undertaken include an analysis of any habitats on the site and assessment of the likelihood of protected species and important habitats."

*** "Where impact to ecology are identified, appropriate mitigation would be implemented to minimise adverse effects on local biodiversity. In addition, biodiversity enhancements would be incorporated into the scheme."

* If possible these enhancements would be excellent but I wonder how much enhancement can be made when an area will be heavily covered with tarmac, constant lighting and loud noises from HGVs be present. What would burrowing animals be able to gain? How would nocturnal animals cope?
* Where is the evidence that biodiversity was not negatively impacted by construction on other plots? Increasing loss of habitats and biodiversity in a single area (Parc

Cybi as a whole) cannot be mitigated. Through systematically destroying the habitats, one plot at a time, the existence of wildlife here is going to disappear altogether which is unacceptable due to human activity. Especially when other sites which already have the necessary infrastructure are not being considered.

1023

Significant objections to the location. Our property is 100m from the site boundary and will be significantly impacted by light and noise pollution (as is already being experienced). I object to the location selected for the development for the reasons detailed below which including material planning objections concerning visual amenity, Traffic generation, Noise and disturbance resulting from use. The location of the site will impact my visual amenity and whilst the right to a view is not a planning consideration it should be considered on the basis of residential amenity. I have expanded on my concerns below with objection due to the location.

The site is located in an Area of Outstanding Natural Beauty (AONB) with a gently undulating topography and is within close proximity to areas that are designated Site of Special Scientific Interest (SSSI). An AONB is a statutory designation stemming from the Countryside and Rights of Way Act 2000, which applies to England and Wales. The designation means that local authorities have: "a permissive power to take action to conserve and enhance the natural beauty of the AONBs in their areas."

The Isle of Anglesey AONB Management plan of 2015-20

<https://www.anglesey.gov.uk/en/Residents/Countryside/Areas-of-Outstanding-Natural-Beauty-AONBs/Anglesey-AONB-Management-Plan.aspx> quotes that The Isle of Anglesey AONB has one of the most distinctive, attractive and varied landscapes in the British Isles. Anglesey

Construction:

The objections to the construction are based on Layout, design, appearance and materials and also the Visual impact of the development. The development is ugly, over-bearing, out-of-scale and out of character, Being within a designated AONB it would be expected that this would have been considered as part of the design to make it more in keeping with the current area and to consider the impact of the development on the landscape. It would have been more appropriate to have the structure compliment the natural surroundings consideration of something more architecturally pleasing and perhaps incorporated green spaces and green roof spaces for example rather than an industrial unit which I suspect was decided in order to get it built quickly and cheaply due to the urgent requirement and lack of preparation by the UK / Welsh Government.

I refer herein to the policies set out in the Anglesey and Gwynedd Joint Local Development Plan which states in absolute terms that proposals that fail to show landscaping has been considered from the outset as part of the design proposal will be refused,

POLICY PCYFF 4: DESIGN AND LANDSCAPING All proposals should integrate

Heritage, Archaeological and Cultural preservation

Holyhead and Angiasey have a long history of human occupation and Archaeological remains are known to exist within the vicinity of the site include a standing stone, remains of Bronze Age occupation and Iron Age/Romano-British settlement activity. These alone add to the character, cultural heritage and significance of the surrounding land and in particular for the Druid population that reside on the Isle of Anglesey and their cultural links to the standing stones.

Policy AMG2 — Protecting and enhancing features and qualities that are unique to the local landscape character: the policy seeks to ensure that development does not adversely impact on features of visual, historic, geological, ecological or cultural importance

Policy AMG 6 relates to protecting sites of regional or local significance.

Ecological Impacts of the site

The original developments of Parc Cybi there were detailed ecological surveys conducted at initial design stage which

Nearby resident

No

Yes (within 100 metres)

was designated as an AONB in 1966 in order to protect the aesthetic appeal and variety of the island's coastal landscape and habitats from inappropriate development.

| would argue that further development of this site is contrary to the above and is not protecting and conserving the AONB- especially that there are areas in the vicinity that are outside of the AONB designated area and are just as convenient. | do not feel that full consideration regarding the appropriates of the site has been considered at all other than a convenience for getting the job done quickly. See images attached as taken from Map number 10 as available online at <https://www.anglesey.gov.uk/en/Residents/Countryside/Areas-of-Outstanding-Natural-Beauty-AONBs/Map-of-the-Anglesey-AONB.aspx>

Image 1: Proposed site in the AONB

Image 2: Nearby Alternative site not within the AONB.

Also taken from The Isle of Anglesey AONB Management plan of 2015-20 are the policies that have been put in place to protect the AONB and | now refer to the following Sections 5.1 Enhancing countryside and Coastal Character CCC Management Objectives 1, 23 and 4 with particular emphasis on the following policies.

quickly. See images attached as taken from Map number 10 as available online at <https://www.anglesey.gov.uk/en/Residents/Countryside/Areas-of-Outstanding-Natural-Beauty-AONBs/Map-of-the-Anglesey-AONB.aspx>

Also taken from The Isle of Anglesey AONB Management plan of 2015-20 are the policies that have been put in place to protect the AONB and | now refer to the following Sections 5.1 Enhancing countryside and Coastal Character CCC Management Objectives 1, 23 and 4 with particular emphasis

into their surroundings. Proposals that fail to show (in a manner appropriate to the nature, scale and location of the proposed development) how landscaping has been considered from the outset as part of the design proposal will be refused,

A landscape scheme should, where relevant:

1. Demonstrate how the proposed development has given due consideration to the Landscape Character Area Assessment or Seascape Character Area Assessment;
2. Demonstrate how the proposed development respects the natural contours of the landscape;
3. Demonstrate how the proposed development respects and protects local and strategic views;
4. Respect, retain and complement any existing positive natural features, landscapes, or other features on site;
5. Identify trees, hedgerows, water courses and topographical features to be retained.

I see no reference to these matters within the information contained. Nor is there any information regarding the sustainability and of the materials used within the construction, how the building, operation and construction aims to be fitting with climate change, reduced carbon footprints, reduced emissions as per the policies below. Policy PCYFF2 — Design and Place Shaping: The policy ensures that development considers the natural environment in the creation of attractive and sustainable places.

Policy PCYFF3 — Design and Landscaping: the policy ensures that development respects, retains and complements any existing HRA Report Anglesey and Gwynedd JLDP July 2017 11/26 Enhancing positive natural features, and replaces any loss of green infrastructure.

identified the presence of badgers, water voles, smooth and palmate newts and lizards. Mitigation measures were consequently included in the infrastructure design to reduce the potential impacts on fauna within the site the claim made is that this resulted in a net increase of >65% in the area of wildlife habitat available compared to the original undeveloped site. | would appreciate seeing the evidence of this claim. What was the actual impact?

The water vole is fully protected under Schedule 5 of the Wildlife and Countryside Act 1981 and is a priority conservation species

Environment (Wales) Act 2016 2.1.12 Section 6 of the Environment (Wales) Act 2016 places a duty on public authorities to 'seek to maintain and enhance biodiversity' so far as it is consistent with the proper exercise of those functions. In so doing, public authorities must also seek to 'promote the resilience of ecosystems'. The duty replaces the section 40 duty in the Natural Environment and Rural Communities Act 2006 (NERC Act 2006), in relation to Wales, and applies to those authorities that fell within the previous duty (Ref 1). 2.1.13 To assist in complying with this duty, public authorities must have regard to relevant evidence provided in the State of Natural Resources Report and any relevant area statement for an area in which the authority exercises functions, as well as having regard to the list of living organisms and habitats published under Section 7 of the Act (which replaces the section 42 list for Wales provided

| | | | | | | | | |
|--|--|---|--|---|--|--|--|--|
| | <p>on the following policies.</p> <p>* Management Objective 2: Historic Landscape and Culture CCC 2.1 Identify, protect and actively conserve the historic, archaeological and cultural resources of the AONB with relevant agencies</p> <p>* Management Objective 3: Development CCC 3.1 All development proposals within and up to 2Km adjacent to the AONB will be rigorously assessed to minimise inappropriate development which might damage the special qualities and features of the AONB or the integrity of European designated sites</p> <p>* Management Objective 4: Peace and Tranquillity</p> <p>Unspoilt panoramic views and tranquil atmosphere are safeguarded from improvement that would degrade the special quality of the AONB. Policies CCC 4.1 Work to maintain the solitude and natural beauty of the AONB CCC 4.2 Work towards securing Dark Skies status for Anglesey CCC 4.3 Ensure noise intrusion into the AONB is within acceptable limits</p> <p>Management Objective 3: Community Involvement</p> <p>* Engage with the communities of the AONB through meaningful consultation to improve understanding of the statutory nature of the AONB and create opportunities for better engagement.</p> <p>Policies LWL 3.1 Support and enable communities to develop and deliver high quality, community-led initiatives that contribute to the understanding, conservation, and enhancement of the special qualities and features of the AONB.</p> | <p>SUSTAINABLE DEVELOPMENT STRATEGIC POLICY PS 6</p> <p>Using low or zero carbon energy technologies wherever practical, viable and consistent with the need to engage and involve communities, protect visual amenities, the natural, built and historic environment and the landscape.</p> <p>Operation:</p> <p>* With regards to the operation and day to day running. This is going to be a 24 hour operation, this will result in an impact to residential amenity, Noise and disturbance resulting from use and increased levels of traffic including an increase in the overall air pollution from having a number of HGV vehicles accessing the sites continuously over the 24 hour period. The plans have it so that the HGVs pass on the side of the residential property and for purposes of amenity and reduced disturbance this should not be in the current location. There is also concern for HGV lights shining into properties throughout the course of the evenings which will disrupt sleep. The objections to the proposals are based further on the following</p> <p>Light Pollution</p> <p>Impact to Human Health:</p> <p>Isle of Anglesey has some of the darkest skies in the UK. This is something that the area needs to be proud of and to retain. The Isle of Anglesey is one of the very few remaining places that you can see the Milky way by naked eye and this was one of the reasons for purchasing the property in hope that I could use my garden space to pursue my hobby in astronomy and to educate my children about the Night Sky. This privilege is going to be taken away. Any small amounts of light pollution will have an impact to the</p> | | <p>in the NERC Act 2006) (Ref 1). 2.1.14 Otter and water vole are listed under Section 7 of the Act. Section 7 is a list of species and habitats of principal importance for the purpose of maintaining and enhancing biodiversity in relation to Wales. This list is currently under review by the Welsh Government in consultation with National Resources Wales (NRW).</p> <p>Local Policy 2.2.5 There are a number of local planning policies set out in the Anglesey and Gwynedd joint Local Development Plan 2017 (Ref 3) that relate to ecology and nature conservation which in combination with other planning policies will guide local authority expectations in relation to the Proposed Development: * Strategic Policy PS 19 relates to conserving and enhancing the natural environment: # Policy AMG 4 relates to coastal protection, * Policy AMG 5 relates to the protection and enhancement of local biodiversity; and * Policy AMG 6 relates to protecting sites of regional or local significance.</p> | | | | |
|--|--|---|--|---|--|--|--|--|

quality of the dark sky.
Given that the Isle of Anglesey is pushing initiatives to protect the Dark skies | think that the plans must be given some serious reconsideration with regards to the lighting.

A new development as such will materially alter light levels in the environment around the site and will adversely affect the use or enjoyment of the area along with real considerations for the health of my family and the disruption to our Circadian rhythms which in term have adverse health impacts.

Currently the temporary structures are proving very difficult to live with and this is already impacting our health and wellbeing, There are endless research papers that have proven without doubt that light pollution has a significant impact on human health and wellbeing and | make reference in particular to a review published in 2009 Ron Chepesiuk 2009, Missing the Dark: Health Effects of Light Pollution Environmental Health Perspectives 417:1 CID: <https://doi.org/10.1289/ehp.117-a20>

The first UK law tackling light pollution came into force in 2006 under Section 102 of the Clean Neighbourhoods and Environment Act (2005). Exterior lighting joins noise and smells on the list of things that can be treated as a Statutory Nuisance and | would argue that the proposals are going to be a nuisance with regards to light pollution and the increased levels of lighting proposed for the site and I refer to the policies once again laid out in the Joint planning report.

- * Policies CCC 4.1 Work to maintain the solitude and natural beauty of the AONB
- * CCC 4.2 Work towards securing Dark Skies status for Anglesey
- * CCC 4.3 Ensure noise

intrusion into the AONB is within acceptable limits

* PCYFF 2:
DEVELOPMENT
CRITERIA

Additionally, planning permission will be refused where the proposed development would have an unacceptable adverse impact on: 7. The health, safety or amenity of occupiers of local residences, other land and property uses or characteristics of the locality due to increased activity, disturbance, vibration, noise, dust, fumes, litter, drainage, light pollution, or other forms of pollution or nuisance; 8. Land allocated for other development/ uses. The ecological impacts of light pollution

Once again, I refer to being within a AONB with unique and rare wildlife. There is increasing awareness of the impact that light pollution can have on wildlife, by interrupting natural rhythms including migration, reproduction and feeding patterns, increased predation, impact to nocturnal species and the list continues. The proposed development includes smooth, reflective building materials which may change natural light, creating polarised light pollution that can affect wildlife behaviour. This needs to be given serious reconsideration.

Wildlife species differ from humans in their sensitivity to light (e.g. they can be affected by very low levels of light) and may be adversely affected in a number of ways by it (see the Royal Commission on Environmental Pollution's 2009 report, Artificial light in the environment). The positioning, duration, type of light source and level of lighting are all factors that can affect the impact of light on wildlife.

Air Pollution

Air quality is a material planning consideration, planning policies and decisions should sustain and contribute towards compliance with relevant limits values or national objectives for pollutants. The development is going to have an impact on the air pollution within the vicinity. There are going to be HGVs operating 24 hours each day. Again, the impacts of air pollution on the health of the population is one that is studied and understood to have detrimental consequences.

1024

NFU Cymru welcome the fact that the facility is being developed near the point of entry into GB – better than previous arrangements for a site at Warrington and Birmingham which were unacceptably long distances and well outside the Welsh border

NFU Cymru consider this be a positive move as it secures a visible process of checking what products are entering GB. There has always been criticism of open EU borders where very little border checks (appeared) to be carried out on produce being brought into the UK. With the RoI being a possible back door to the UK, this is a very welcome statement that border security – animal, food and plant health are being taken seriously which is important to NFU Cymru members.

The site is the first brown field site/ partially green field site that is available on the way out of the town. In terms of utilising available space outside of the port zone itself – this is as good as it gets. Directly out of the Port onto the A55 dual carriageway and the first junction off.

However, we still question the decision not to have the post within the confines of the Port itself. Historically the customs checks would all happen within the port area – within the perimeter before the vehicles left the controlled zone.

This proposal as it stands has the potential to see leakage of vehicles leaving the port and not arriving at the border check – or certainly being outside of a controlled area before being

Controls that should apply for lorries that are moving onto sealed points at ports and the point of unloading. We understand that the lorry will only be checked once at BCP

– not at the port. However, there will need to be a level of expectation on level of sealing of vehicle and that the consignment left the port confines with the appropriate health certificates.

Unloading of the consignment to carry out checks is something that industry want to avoid. Industry want an approach to checking without having to unload whenever possible particularly where there are mixed consignments in one container. However, we are totally of the view that checks must be adequate and meaningful.

We are particularly concerned about live animals and whether these will need to be unloaded and point out that some consignments of farm animals will be large. Prompt throughput through the BIP is important but again we would not want health and welfare checks to be compromised.

We are not clear if the BIP will have holding pens if such animals must be unloaded. If they are where will the holding pens be located and essential to have easy reloading facilities for them

The consultation outlines the security features of the site itself with site wide CCTV and ANPR cameras – but there is no outline of how vehicles are tracked/chaperoned from the port to the BCP.

We are concerned that not enough consideration has been given to local traffic as the area does get snarled up during ferry disembarkation now and this could add to those problems.

It is not ideal that lorries will have to retrace their route from the BIP onto the A55. However it is vital that they are prevented from using the minor road to Rhosneigr as this is totally unsuitable for HGVs.

No, but we would point out farmland near the proposed BIP (no such issues would arise if the BIP was in the port itself) will have livestock on them and should be a consideration as live animals are imported through Holyhead and measure must be in place to reduce any risk of aerial transmission of disease as they pass through.

Is the proposed site future proof? Is there enough development space around the site to increase capacity? Would Government create a buffer zone for a pre-determined time frame (say 5yrs) where an adjoining development moratorium would be placed on the Parc Cybi site?

If the capacity was too small for the future further relocation would need to be further afield from the port – thus increasing the risk of ‘no shows’ and unofficial detours’ between the Port and the Border Control Post.

Has consideration also been made to the possibility in future that more containers will be transported by rail and how that would work with the location of the BIP?

There is clear benefit in terms of employment opportunities in a county where there are few opportunities – outward migration of young people a 25-year trend.

We recommend that a planning approval should stipulate that the majority of the 75 strong work force (consultation states that this would be the daily workforce requirement – so there could be a higher requirement) were recruited from within the county with emphasis on the Welsh language

For the construction phase, once again it would be appropriate to see the construction workforce retained locally. This could be achieved via the North Wales Procurement Framework – where all public sector bodies such as the Local Authorities, Fire Service, NHS and North Wales Police procure construction services of the Framework.

No

Members of NFU Cymru as a farm trade association affected by port operations now that we have left the EU.

| | | | | | | | | | |
|------|--|--|--|--|--|--|------------------------|--|--------------------------------|
| | <p>checked over.</p> <p>There are two alternative routes out of Holyhead that can be taken between the port gate and the A55 expressway. One on the A5 and the other to the village of Rhosneigr.</p> <p>We would therefore ask Welsh Government whether they can use the pre ferry loading HGV parking zones at Salt Island on the docks as an alternative to the proposed location?</p> <p>At the same time, we are aware of the need for the BIP to be sufficiently large to enable easy traffic flows through it without too much delay balanced with the need for a thorough inspection of goods as is deemed necessary. So, an assessment would be required as to the suitability and indeed availability of Salt Island as an alternative site based on traffic flow assessments as we are aware of the close proximity of times when 2 large ferries arrive currently.</p> | <p>thereafter.</p> <p>NFU Cymru want to make the requirements of builds at ports reasonable. A lot of what is required depends on the volumes and farm animal species and food types are to be imported and the likely volumes must be considered.</p> | | | | | | | |
| 1025 | <p>The proposal impacts on my property which is located adjacent to the proposed site, which does not appear to have been fully taken into consideration. The information booklet states that the site is not located immediately alongside residential properties, this is inaccurate. From the proposed site layout (page 3 of the information booklet) it is unclear where the current stacking facility is located (page 2 of the information booklet) I have serious concerns about how the noise, lighting, visual impact and pollution are to be managed / mitigated. There is nothing within the information pack that gives me confidence that the proposal has been designed to be as 'unobtrusive as possible' other than saying further documents will be provided.</p> | <p>I would have expected the buildings to have been designed to be less intrusive for local residents, which shows a lack of understating of the location and surrounding area. The current landscaping is not fit for purpose; the trees do not provide the necessary blockage/ cover of the proposed buildings and HGV vehicles. Deciduous trees bordering the plot currently which are dormant most of the year do not provide the necessary coverage. There are large gaps where the trees have not survived. Further detail on the landscaping / fencing needs to be provided. This needs to outline how the noise and visual impact of the proposed build will be minimised. During the construction stage the site will presumably require a significant amount of rock to be removed (pecked) which will be extremely disruptive to the local residents.</p> | <p>I would have expected a traffic impact survey to have been completed prior to a site been selected. (Outside of the pandemic) The increased HGV traffic using the A5153 road to the site will have an impact on local community and residents. This road layout has not been designed for a high volume of traffic. What is to be done to reduce the noise of the HGV vehicles arriving on site, as a number will be arriving and departing out of hours in line with ferry crossing timings. Is there to be a site speed limit to reduce vehicle noise throughout the day and night? The proposed vehicle flow / routing will direct the HGV's and other vehicles towards the residential area. With the site open 24/7 the HGV and other vehicles headlights will shine directly towards my property. HGV safety lights have to be on at all times which again will be very visually intrusive. Lighting columns / Stationary lighting will</p> | <p>This plot has been rural farmland for decades and as a result wildlife habitat the area. Again the information pack lacks any details of what is to be done to preserve and maintain. Information pack lacks detail of what is to be done to minimise HGV pollution. It is stated that a landscaping strategy is to be developed but no detail to provide reassurances this will suffice.</p> | | <p>I appreciate that this is a designated plot for Parc Cybi, I would just ask for my concerns and questions to be considered and answered. The information pack is lacking the required level of detail to give confidence to local residents and the community that a full and thorough due diligence process has been followed. Please provide an email address so I can send across photos of the current inadequate landscaping. Form also sent via mail.</p> | <p>Nearby resident</p> | <p>I live close to the route (within 100 metres)</p> | <p>Yes (within 100 metres)</p> |

| | | | | | | | | |
|------|--|--|---|---|--|-----------------|---|---------------------------|
| | | | impact on residential properties. | | | | | |
| 1026 | Don't understand why it has been placed at the end of Parc Cybi site, furthest from main road and in the centre of an Area of Outstanding Beauty. Should have been at beginning of site. | Too late - it's been built already. However, noise and light pollution were excessive plus HGVs came down my single track road - signage was poor. | B' road needs speed limit and HGV restrictions past Trearddur village and draws near. There is no turnaround point for HGV and road unsuitable for HGV. This is already happening. Safety issues on highway. | Light pollution at night has been extreme in this previously dark sky A.O.N.B. Would expect this to be controlled very carefully going forward. Noise levels from generators and trucks are polluting the A.O.N.B. area. | Visibility of the site is an eyesore on what was a A.O.N.B clear syline. Would expect appropriate landscaping and planting to reduce physical impact on environment. Speed limit and restrict access clearly on road to Treaddur Bay. An area of highway currently unresricted - safety concerns over big trucks going wrong way and no turnaround. I am the closest resident - no consultation. | Nearby resident | No | Quite close (within 250m) |
| 1027 | We are extremely concerned regarding the proposed location of the border control post due to the proximity being within 100 metres to our dwelling. It will impact greatly on our privacy. We appreciate as a result of Brexit that such as post is necessary but we are questioning whether this could be located on a site further away from residential properties. Could this be erected on the area of plot 9 which had already been prepared to receive 129 HGVs. We were under the impression, originally, that the Welsh Government were going to use plot 7. Now that plot 9 has been over-estimated to receive 129 HGVs, and you intend to utilise this facility for border checks, would it not be more acceptable to use plot 8: adjacent to plot 9, which is alongisde the main approach road towards the Road King, thus keeping the buildings away from residential properties. | The proposed shed will border onto our dwelling. The route of the HGVs is directed towards our peroperty thus impacting on our privacy. The noise pollution and lighting from both the site and vehicles will cause considerable disturbance. The site will be operational 24/7. We will certainly not be able to continue sleeping in the bedroom at the rear of our property, as we believe the site will be in use about midnight and 5am. This would cause disturbance to our sleep. The lighting from the overflow car park has caused us significant disturbance but the Border Control Post will seriously cause more problems due to the proximity to our property. We will be affected by the lighting on the site, HGV lights and staff car lighting. Another great concern to us is flooding of our property. We have a pond on our land, which takes all | The town of Holyhead suffers traffic congestion when the ferries disembark but they normally continue straight onto the A55. With this extra check in place at Parc Cybi traffic will be directed along a road, which is already very busy, being the road leading to supermarkets. | Our concerns are: Pollution: HGV deisel exhaust is a dangerous pollutant to human health. Lighting: From the site, HGVs and staff vehicles will impact on our privacy considerably. How can this be reduced. Noise: HGVs parked with engines running will cause us considerable disturbance, especially during the night. This is not acceptable to us. | Approximately 75 employees to cover a 24 hour period. We would imagine 3 shifts of 25 staff. Why is it necessary to have a staff car park for 75 vehicles? Has the proposed shed been oversized too? On the proposed site layout it does not show how far away the shed is from our property, nor the roadway. Please supply this information. Landscaping, please supply more information. The original landscape bunding surrounding ploy 9 is not adequate in height. Most of the trees which were planted area dead. A larger bund, similar to the one at the stacking site, recently built, with a better selection of hardy evergreen trees, might suffice. The site will be obtrusive and the design does not blend in with surrounding green spaces. This is an area of natural beauty and habitat for wildlife. We have noticed over the past few months a considerable decline in pheasants, ducks, herons, rabbits and foxes. You state the oepration of the sitey is not located alongside residential properties. Is 100 metres not alongside? Who is the site manager, and how, please may we contact him? Hazardous materials are also mentioned. Can you please divulge further information? Finally, we have had a telephone conversation with Mr James Cooke, Border Infrastructure Programme requesting a site meeting. Can this please be arranged? We have supplied Mr Cooke with a couple of photos. | Nearby resident | I live close to the route (within 100m) | Yes(within 100m) |

surface rain water from the estate, an easement given to the Gwynedd County Council, plus natural run off from adjacent fields. When the pond and surrounding area floods, electronic photos can be supplied, if you forward an email address, the pond has soak away drains, which run through Parc Cybi. The flooded area normally recedes within 24-48 hours. During the winter period this is a frequent occurrence. We can also supply a video showing the run off from our land to Parc Cybi, which is constant. Plot 9 is currently an interim stacking facility site. Great expense has occurred with this development but we have only seen 2/3 HGVs on this site on a daily basis. This site is designed to accommodate 129 vehicles. Is this not a considerable over estimation at a huge cost. The new proposed development - has this also been over-estimated, if it was on a smaller scale it might not have such a huge impact on our property and might also be relocated to an adjoining site.

1028

Increased traffic in the area, increase in air pollution, damage to the local roads.

Increase in traffic in area, local infrastructure not able to cope, what if HGVs cannot park and look in Treaddur to park?

What happened to the proposals for an ICT park in Parc Cybi, euro grant money? Too much traffic in this area. Near leisure centre where people walk to, danger on roads.

Yes, too much traffic in this small area. Small roundabout on main road with very large HGV.

What if the HGV don't stop? Will there be a chase on the main roads. What about hazards?

Nearby resident

I live close to the route (within 100m)

Quite close (within 250m)

| | | | | | | | | |
|------|--|--|--|---|---|---|----|---|
| 1029 | A good location, away from residential areas and on an existing commercial area. | Construction is already well advanced, so might as well be completed - this public consultation is a year too late. Please do not waste any more public money in going through the motions for the sake of a tick in a box. | Very suitable. Already used by lorries going to the truck stop on Parc Cybi. | A lot more hard surface will be causing more run-off but collection ponds have been dug to compensate, that will be coloured by wildlife, if left undisturbed. | What are the border control staff going to do to prevent local youths doing doughnuts in the car park? And leaving their McDonalds and KFC litter around the site? As they generally do on Parc Cybi. | Nearby resident | No | In the area (within 1km) |
| 1030 | No issues, it's about time this site was used for its intended commercial purpose. I support the development but the consultation should have started earlier. | My only comment is timing, I walk past the development daily and note that the work on site has been ongoing for months - so why are you pitching this as an initial consultation. | No issues. | I would like to view the EIS for the site. | Some assurance that the site will be self contained. It is evident that litter/rubbish from the existing truck park is scattered around the area. | Nearby resident | No | In the area (within 1km) |
| 1031 | The proposed location is not acceptable for the port use. If no space is available at the port then choices should be made at the Port of Departure or at J4 Vehicle checkpoint. | I feel our concerns will be ignored as work has commenced on this site and had been running for a number of months. This money should have been used to expand the vehicle checkpoint at J4 of the A55 which would not mean more local HGV movements on the smaller roads. | This movement will be a disaster for local residents or tourists with site unnecessary HGV traffic running across town and causing traffic issues in the local area. | This new area will impact on local residents due to the noise of engines from HGVs and the fridge trailer engines. There will be light pollution from the park which was clearly visible during the work that was currently done. There will be the high risk of ground pollution from [unsure] spills of air pollution from the exhaust fumes. | These checks should be done on the port site, if not then they should be done either at port of departure, done during crossing or done at J4 vehicle checkpoint. | Nearby resident; local business owner; affected by port operations. | No | Quite close (within 250m); In the area (within 1km) |

| | | | | | | | | |
|------|--|---|---|--|--|--|----|----------------------------------|
| 1032 | <p>One of the attractions of the port in Holyhead has always been that the A55 takes you straight in and straight out of the port. Siting this away from the port will lead to delays and serious traffic issues particularly on the slip roads used by locals to get to the supermarkets. Using the A5 as an alternative if the A55 is closed will result in chaos.</p> | <p>Before Brexit, hundreds of HGVs passed through the port every day. But only 25-30 are going to be checked every 24-hour period. Either this is a token gesture at Border Control or numbers are grossly under-estimated. 75 employees over a 24-hour period for 25-30 vehicles! This has clearly not been thought through.</p> | <p>Given that Parc Cybi has sites much closer to the A55 why has this site been chosen? Once past this site, the road is a quiet country lane used by local residents to Walers. It would be more convenient for HGV drivers and the safety of local residents if a site nearer to the A55 access points were to be used.</p> | <p>Parc Cybi is known to be a site with strong history and archaeology. It would be good if this can be preserved in any construction. The comments about this in the information leaflet are not convincing at all.</p> | <p>Given the government's failure to protect and preserve Holyhead as a port of significance to both local and national communities this is all too little too late. The disastrous consequences of Brexit are plain to see here and the government has clearly not prepared well. The plummet in trade through Holyhead makes a development of this scale a nonsense.</p> | <p>Nearby resident; Other (Church leader for Anglesey)</p> | No | In the area (within 1 kilometre) |
| 1033 | <p>It is evident that the proposed location of the Border Post on Plot 9 would be satisfactory from an operational perspective. However, there is another location in the locality that would we believe better serve the traffic function envisaged. Specifically, at Junction 4 on the A55 and lying immediate adjacent the trunk road junction is a Highways HGV inspection station. There is extensive surrounding land that could be purchased that would provide for two autonomous self-contained operations (Highways and Border Post) on a single Government site. This would offer considerable advantage to freight hauliers in that it would only involve one diversion from their route and a saving of some 1.8 miles on a round trip A55 to Plot (and result (given the throughput of 9125-10,950 HGVs per annum) in a significantly greener option. The Highways site in question is shown below.</p> <p>It is appreciated that there is the need to proceed with some speed to get the Border Post in operation. However, by selected the Junction 4 option, Plot 9 could be available as an interim Border Post (with the use of portacabins and temporary lighting etc) that would enable land purchase and proper design planning to be put in place.</p> | <p>Construction:</p> <p>The images in the Parc Cybi Border Post Information Booklet are misleading (whilst accepting they are 'indicative'). For example, the Proposed Site Layout on page 3 clearly indicates the main shed and four other separate and detached buildings that are presumably offices and associated personnel support spaces. However, the Indicative 3D Border Post Images on Page 4 show a two-floor type office arrangement that are joined onto the main HGV shed. This is a major inconsistency. Additionally, the bottom schematic on page 4 shows a fenced area (for what?) that does not appear on the site layout plan on page 3.</p> <p>More seriously, the images on page 4 indicate a most unattractive building that is strictly functional but without any aesthetic appeal. Its design, even at this concept stage, shows a lack of vision and creativity such that there is a total absence of eye appeal. Whilst understanding that Parc Cybi has been designated for commercial use, that is no excuse the compromise design standards as is the case here. Further, the statement of Page 2 that the design would 'be as unobtrusive as possible' is untrue.</p> <p>Walking along Lon Trefignath (Tyddyn-Ucaf on</p> | <p>Whilst access to Plot 9 Parc Cybi is relatively straight forward, nevertheless the alternative location outlined at Q1 would be altogether more suitable whilst causing fewer 16,425 - 19,710 HGV miles per annum (1.8 miles from A55 to Plot 9 and return x the Annual Border Post throughput).</p> | <p>Lighting</p> <p>With good design and technology, it should be possible to produce a site that does not require ANY overhead fixed lighting. Moreover, it should be possible for HGVs to drive on sidelights alone. The solution is simple: a series of ground level lights (like cats-eyes in profile but using computer controlled coloured lighting) that would direct an HGV to where it is required to go with the appropriate route being selected immediately an HGV arrives. Vehicle and Pedestrian areas would be segregated strictly. Security would be achieved by suitable fencing and Night Vision CCTV. Therefore, the site would operate with minimal external lighting with concomitant energy savings and avoidance of nuisance to others outside the gate.</p> <p>Noise</p> <p>HGVs parked with engines running causes noise nuisance, especially at night. Effective sound attenuation will be required. Moreover it should be a management policy of the site that no HGV should be allowed to park-up with the engine left running with enforcement being authorised where necessary.</p> | <p>Costs</p> <p>Turning first to the cost of operating the facility. From the Information Booklet we know that the planned throughput of HGVs will on average be between 25 and 30 per day. It is therefore important to assess what the cost of each HGV inspection is likely to be.</p> <p>A significant element of costs will be staff. In UK Blue Chip companies, whenever staffing is being planned for a new project, the 'Capitation Rate' for staff is used; the Capitation Rate takes account of Recruitment and Training (both initial and through life) an average employees' salary, National Insurance and Pension contributions. Company Clothing and Protective Wear Costs, Employee Benefits such as Health care, and an element of R/ Legal and Compliance Costs. Whilst there is some variation between the Capitation Rates used by Companies, nevertheless a bottom end guide of £100,000 per annum per employee is a good start point. Consequently, the real cost of employing 75 staff at the Border Post would be about £7.5 million per annum to which must be added the facility running costs. Therefore, the staff costs alone would result in a per HGV inspection costing £685 - £822 each for the 9,125 - 10,950 Inspections per annum.</p> <p>Two aspects from a financial perspective stand out. Firstly, whilst jobs in the Holyhead are welcome, excessive head count must be trimmed to affordable levels for it to be acceptable to taxpayers. Secondly, the initial Capital Costs of the Border Post infrastructure are more than outweighed by the ongoing year on year running costs.</p> <p>Concluding comments The main points to come out of this brief review are:</p> <ol style="list-style-type: none"> 1. The Chosen Plot 9 location may not be the best since it would result in an additional cumulative total of between 16,425 and 19,710 unnecessary HGV miles per annum. Moreover, should the Optimum Junction 4 location be chosen, Plot 9 could be used as an interim location (using portacabins and portable lighting) until land has been purchased at Junction 4 and facilities built. (A1 and A3). 2. There are inconsistencies in the Information booklet whilst the existing plans show a lack of vision and creativity without any aesthetic appeal; good design and technology could overcome these issues (A2). 3. There is no acknowledgement of the striving towards making the site carbon neutral as possible through construction standards and heating processes (A4). | <p>Nearby resident; Other (as a project designer)</p> | No | No |

the Access and Movement Plan on Page 5) towards Plot 9, the HGV shed will visually impair a wonderful vista towards Holyhead Mountain that is enjoyed by my family and many many others on a daily basis. But this need not be the case and why should the people who enjoy the locality (locals and tourist to the Trefignath Burial Chamber) suffer such an obscene visual construction?

So, are there alternatives? Well yes and with a bit of application, a number of solutions could be produced. My offering to illustrate what is possible is outlined on the following pages:

The overall concept could be to use a modified structure that is similar (but smaller in scale) to some RAF WWII aircraft hangers that are domed and grass covered - see images below.

For the Border Post, the HGV Throughways would be through the grass sides of the dome (ie not through the hangar entrances as shown) whilst it is envisaged that the end would be sympathetically rounded and similarly grassed covered. The overall impression would be of a small hill or a large long barrow. moreover, offices and personnel facilities could be fitted into the ample sloping areas within the main structure.

It should be noted that despite the pressing urgency to prepare for World War II, RAF building designs had to be submitted for approval to the Fine Arts Commission. We would suggest that this is an important lesson that need be heeded for the design of the Border Control Post.

Operation

One of the immediate observations is the large number of security and safety marshals (10+) required to manage

Pollution

It has long been known that HGV diesel exhaust is a dangerous pollutant to human health. Consequently, as a duty of care for the employees together with the people living not far from the site, a permanent and regular monitoring of pollution levels (inside the HGV shed and outside) should be undertaken. It is envisaged that the sampling equipment would be permanently installed with remote readings to the site control desk.

Energy Efficiency

There is very much a national Green Agenda to fight climate change but nowhere in the Information Booklet is there any acknowledgement that the new Border Post facility must play its part in working towards a Net Zero future. This is a serious omission; energy use must be considered and minimised using good design and technology.

4. There are serious concerns about Lighting, Noise and Pollution levels (A4).

5. Running costs for the site are excessive and would be unacceptable to tax payers. These issues could be mitigated by good design and technology (A5).

vehicles and pedestrians. Even taking account of shift work and the need for holiday replacement, this number is excessive and represents a significant part of the huge wage bill to manage this facility (and for what will be a comparatively small throughput of HGVs). Using good design coupled with intelligent technology, it should be possible to trim the number of marshal posts.

1034

Being edged with large trees would reduce noise and light pollution.

No

No as long as A55 is used and not 'B' roads.

Refrigerated lorries during the night will cause nuisance for people living close to the control post (noise).

The lights are very bright and will cause light pollution (night time).

Nearby resident

No

In the area (within 1 kilometre)

1035

Nearby resident

I live close to the route (within 100 metres)

Yes (within 100 metres)

| | | | | | | | | |
|------|--|--|---|---|--|-----------------|----|----------------------------------|
| 1036 | In the wrong place. It could and should be at the port, or if not, at the station. | See above | Exactly! | None. | Do you honestly believe that your drug, gun and people smugglers is going to follow the signs? What is to stop HGVs heading up Lon Trefignath? | Nearby resident | No | In the area (within 1 kilometre) |
| 1037 | | | I am concerned that a tranche of HGVs being directed on mass to the new customs post on leaving the ferry port may cause congestion in Holyhead due to their queuing on the exit slip road to the roundabout near the retail park (Morrison etc). I think this should also be taken into consideration. | | | Nearby resident | No | In the area (within 1 kilometre) |
| 1038 | I fail to see why a greenfield site was chosen. There are other sites next to the A55 and at ther old RIOTINTO site. This proposed right is a prehistoric archeology and meet for a prehistoruical burial mound. | You have already started at the site. Why was that not consulted on. The light pollution from the lorry park is very bad. This proposed site will add to that problem. | A small number of lorries is anticipated (30 / 24 hours). Why cannot the existing lorry park or part of the port be used? | The site is partly on top of and next to prehistoric remains. | Brexit has killed the port traffic. A smaller facility in the port is all that is needed. | Nearby resident | No | In the area (within 1 kilometre) |

1039

No comments

Good idea. As it has taken so long to establish a site, I am surprised they did not take up the use of the old aluminium site with the facilities.

No problems

None at all

Bring in employment to the area.

Nearby resident

No

In the area (within 1 kilometre)

Atodiad D. Copïau o'r Prif Sylwadau a Dderbyniwyd gan Sefydliadau Eraill

[REDACTED]

Do you have any comments regarding the location of the proposed border control post that will service the Port of Holyhead?

BEST SITE CONSIDERING THE CONSTRAINTS OF SIZE AND LAND AVAILABILITY. WELL AWAY FROM RESIDENTIAL AREA. EASILY REACHED FROM A55

Do you have any comments regarding the construction and operation of the proposed border control post that will service the Port of Holyhead?

NONE

Do you have any comments regarding the traffic management or access points associated with the proposed border control post that will service the Port of Holyhead?

NOTHING MUCH ABOUT THIS IN YOUR EARLY BLURB. HOWEVER, SKETCH PLANS LOOK REASONABLE.

Do you have any comments regarding environmental or ecological issues associated with the proposed border control post that will service the Port of Holyhead?

NATURE IS ALWAYS THE FIRST TO SUFFER BUR 'NEEDS MUST'!

Do you have any additional comments regarding the proposed border control post that will service the Port of Holyhead?

CAN CCTV & ANPR CAMERAS BE POSITIONED ON THE ROUTE TO / FROM THE SITE AND PORT? THERE IS A LOT OF 'URINE IN BOTTLES' AND FAST FOOD PACKAGING THROWN FROM VEHICLE HERE!

In what capacity are you commenting on the proposed border control post that will service the Port of Holyhead? (tick more than one if applicable)

Nearby resident

Do you live locally to the designated HGV route between the strategic road network and the proposed border control post that will service the Port of Holyhead? (tick one)

No

Do you live locally to the proposed border control post that will service the Port of Holyhead? (tick one)

In the area (within 1km)

Atodiad E. Enghreifftiau o'r Deunyddiau Ymgynghori a Ddarparwyd i Ymgynghoreion

Parc Cybi Border Control Post Feedback Form



About this feedback form

As part of the Parc Cybi, Holyhead border control post proposals, we are preparing a stakeholder engagement report that will record the views of individuals and organisations that provide feedback. If you would like to submit comments about the proposal, please complete this feedback form and post it to: Freepost Inland Border Facilities.

If you wish to provide additional feedback, please enclose additional pages to provide your comments.

Your details

Should you not wish to provide personal details, please provide a postcode for your feedback to be included in the stakeholder engagement report.

Details about how the inland border facility will operate can also be viewed on our website at www.inlandborderfacilities.uk, where you can also provide your comments on the proposals online.

Your contact details

We will use these details to contact you and update you on the proposals. You do not have to fill in this section if you would rather we did not contact you.

| | |
|-------------------------------|-----------|
| Title (Miss/Mrs/Ms/Mr/Other): | Role: |
| Name: | Address: |
| Telephone: | Postcode: |
| Organisation: | Email: |

***PLEASE COMPLETE ALL SECTIONS IN BLOCK CAPITALS**

Please leave blank for administrative purposes

Q1 Do you have any comments regarding the location of the proposed border control post that will service the Port of Holyhead?

Q2 Do you have any comments regarding the construction and operation of the proposed border control post that will service the Port of Holyhead?

Q3 Do you have any comments regarding the traffic management or access points associated with the proposed border control post that will service the Port of Holyhead?

Q4 Do you have any comments regarding environmental or ecological issues associated with the proposed border control post that will service the Port of Holyhead?

Q5 Do you have any additional comments regarding the proposed border control post that will service the Port of Holyhead?

Q6 In what capacity are you commenting on the proposed border control post that will service the Port of Holyhead? (tick more than one if applicable)

Nearby resident Local business owner Affected by port operations Other (please specify)

Q7 Do you live locally to the designated HGV route between the strategic road network and the proposed inland site?

I live on the route I live close to the route (within 100 metres) No

Q8 Do you live locally to the proposed site?

Yes (within 100 metres) Quite close (within 250 metres) In the area (within 1 kilometre) No

Privacy Statement

General Data Protection Regulation (GDPR)

The Welsh Government and its contracted third parties will control any personal data you provide as part of your response to the consultation. Welsh Ministers have statutory powers they will rely on to process this personal data to make informed decisions about the application. Any response you send us will be seen in full by Welsh Government and contracted third party staff dealing with this consultation. The Welsh Government's standard terms and conditions for contracts with third parties are compliant with GDPR guidelines.

Your rights

Under the data protection legislation, you have the right:

- to be informed of the personal data holds about you and to access it
- to require us to rectify inaccuracies in that data
- to (in certain circumstances) object to or restrict processing
- for (in certain circumstances) your data to be 'erased'
- to (in certain circumstances) data portability
- to lodge a complaint with the Information Commissioner's Office (ICO) who is our independent regulator for data protection.

For further details about the information the Welsh Government holds and its use, or if you want to exercise your rights under GDPR, please see contact details below:

Data Protection Officer
Welsh Government
Cathays Park
Cardiff CF10 3NQ
Email: data.protectionofficer@gov.wales

The contact details for the Information Commissioner's Office are:

Wycliffe House
Water Lane
Wilmslow
Cheshire SK9 5AF
Tel: 01625 545 745 or 0303 123 1113
Website: <https://ico.org.uk/>

Parc Cybi, Safle Rheoli Ffiniau Caergybi

Adborth Ffurflen



Ynglŷn â'r ffurflen adborth hon

Fel rhan o gynigion ôl rheoli ffiniau Parc Cybi, Caergybi, rydym yn paratoi adroddiad ymgysylltu â rhanddeiliaid a fydd yn cofnodi barn unigolion a sefydliadau sy'n darparu adborth. Os hoffech gyflwyno sylwadau am y cynnig, cwblhewch y ffurflen adborth hon a'i phostio i: Freepost Inland Border Facilities.

Os ydych am roi adborth ychwanegol, amgaewch dudalennau ychwanegol i roi eich sylwadau.

Eich manylion

Os nad ydych am ddarparu manylion personol, darparwch god post i'ch adborth gael ei gynnwys yn yr adroddiad ymgysylltu â rhanddeiliaid.

Gellir gweld manylion am sut y bydd y cyfleuster ffiniau mewndirol yn gweithredu ar ein gwefan ar www.inlandborderfacilities.uk, lle gallwch hefyd ddarparu eich sylwadau ar y cynnigion ar-lein.

Eich manylion cyswllt

Byddwn yn defnyddio'r manylion hyn i gysylltu â chi a'ch diweddarau ar y cynnigion. Nid oes rhaid i chi lenwi'r adran hon pe byddai'n well gennych pe na baem yn cysylltu â chi.

| | |
|-------------------------------|------------|
| Teitl (Miss/Mrs/Ms/Mr/Arall): | Rôl: |
| Enw: | Cyfeiriad: |
| Ffôn: | Cod post: |
| Cwmni: | E-bost: |

CWBLHEWCH POB ADRAN UCHOD MEWN PRIF LYTHRENNAU

Gadewch yn wag at ddibenion gweinyddol

C1 A oes gennych unrhyw sylwadau ynghylch lleoliad y safle rheoli ffiniau arfaethedig a fydd yn gwasanaethu Porthladd Caergybi?

C2 A oes gennych unrhyw sylwadau ynghylch adeiladu a gweithredu'r safle rheoli ffiniau arfaethedig a fydd yn gwasanaethu Porthladd Caergybi?

C3 A oes gennych unrhyw sylwadau ynghylch y rheolaeth draffig neu'r pwyntiau mynediad sy'n gysylltiedig â'r safle rheoli ffiniau arfaethedig a fydd yn gwasanaethu Porthladd Caergybi?

C4 A oes gennych unrhyw sylwadau ynghylch materion amgylcheddol neu ecolegol sy'n gysylltiedig â'r safle rheoli ffiniau arfaethedig a fydd yn gwasanaethu Porthladd Caergybi?

C5 A oes gennych unrhyw sylwadau ychwanegol ynghylch y safle rheoli ffiniau arfaethedig a fydd yn gwasanaethu Porthladd Caergybi?

C6 Ym mha swyddogaeth ydych chi'n gwneud sylwadau ar y safle rheoli ffiniau arfaethedig a fydd yn gwasanaethu Porthladd Caergybi? (ticiwch fwy nag un os yw'n berthnasol)

Perchennog cyfagos Perchennog busnes lleol Yr effeithir arno gan weithrediadau porthladdoedd Arall (nodwch)

C7 Ydych chi'n byw yn lleol i'r llwybr HGV dynodedig rhwng y rhwydwaith ffyrdd strategol a'r safle rheoli ffiniau arfaethedig a fydd yn gwasanaethu Porthladd Caergybi? (ticiwch un)

Rwy'n byw ar y llwybr Rwy'n byw yn agos at y llwybr (o fewn 100 metr) Na

C8 Ydych chi'n byw yn lleol i'r safle rheoli ffiniau arfaethedig a fydd yn gwasanaethu Porthladd Caergybi? (ticiwch un)

Ydw (o fewn 100m) Yn eithaf agos (o fewn 250 metr) Yn yr ardal (o fewn 1km) Na

Datganiad Preifatrwydd

Rheoliad Diogelu Data Cyffredinol (GDPR)

Bydd Llywodraeth Cymru a'i thrydydd partïon dan gontract yn rheoli unrhyw ddata personol a ddarperir gennych fel rhan o'ch ymateb i'r ymgynghoriad. Mae gan Weinidogion Cymru bwerau statudol y byddant yn dibynnu arnynt i brosesu'r data personol hwn i wneud penderfyniadau gwybodus am y cais. Bydd unrhyw ymateb a anfonwch atom yn cael ei weld yn llawn gan Lywodraeth Cymru a staff trydydd parti dan gontract sy'n delio â'r ymgynghoriad hwn. Mae telerau ac amodau safonol Llywodraeth Cymru ar gyfer contractau â thrydydd partïon yn cydymffurfio â chanllawiau GDPR.

Eich hawliau

O dan y ddeddfwriaeth diogelu data, mae gennych yr hawl:

- i gael gwybod am y data personol sydd gennych amdanoch chi a'i gyrchu
- i'w gwneud yn ofynnol i ni gywiro gwallau yn y data hwnnw
- gwrthwynebu (mewn rhai amgylchiadau) gwrthwynebu neu gyfyngu ar brosesu
- ar gyfer (mewn rhai amgylchiadau) i'ch data gael ei 'ddileu'
- i gludadwyedd data (mewn rhai amgylchiadau)
- cyflwyno cwyn i Swyddfa'r Comisiynydd Gwybodaeth (ICO) sef ein rheolydd annibynnol ar gyfer diogelu data.

Am fanylion pellach am y wybodaeth sydd gan Lywodraeth Cymru a'i defnydd, neu os ydych chi am arfer eich hawliau o dan GDPR, gweler y manylion cyswllt isod:

Swyddog Diogelu Data
Llywodraeth Cymru
Parc Cathays
Caerdydd CF10 3NQ
E-bost: data.protectionofficer@gov.wales

Y manylion cyswllt ar gyfer Swyddfa'r Comisiynydd Gwybodaeth yw:

Wycliffe House
Water Lane
Wilmslow
Cheshire SK9 5AF
Ffôn: 01625 545 745 neu 0303 123 1113
Gwefan: <https://ico.org.uk/>

Parc Cybi Border Control Post Information Booklet



Llywodraeth Cymru
Welsh Government



How to comment on the proposals

If you would like to submit comments about the Parc Cybi border control post proposal, please complete a feedback form and post to: Freepost Inland Border Facilities

Details about how the border control post would operate can also be viewed on our website at www.inlandborderfacilities.uk where you can also provide your comments on the proposals online.

Parc Cybi Border Control Post

The United Kingdom (UK) has left the European Union (EU) and the transition period ended on 31 December 2020. This booklet explains the Welsh Government's plans to introduce a border control post at Parc Cybi, Holyhead that would provide customs and transit checks required for imports of animals, animal products, plants and selected food and feed. The booklet also details how interested individuals and organisations can submit comments on the proposals.

Background

The Welsh Government is progressing plans for the use of land it owns at Parc Cybi, known as Plot 9, Holyhead as a border control post.

At Holyhead inspections would be required on goods such as animals, plants and products of animal origin entering Wales from the Republic of Ireland. These checks are the responsibility of the Welsh Government. There is currently insufficient space within the port to process the future checks required.

A functioning border control post is vital in supporting the long term operation of the port.

The site would be used as a location to inspect goods arriving into the UK via the Port of Holyhead. It would include parking areas for HGVs and other vehicles as well as security measures and facilities to enable the checking of vehicles and goods entering and exiting the site.

The Welsh Government's proposed use of the site would require approval, which it is seeking under the requirements of a Special Development Order (SDO) under section 59(3) of the Town and Country Planning Act 1990.

The Welsh Government has reviewed the options for use of the site and based on current planning, expect to seek permanent use of the site under the SDO. The SDO would provide a permanent consent for a border control post, setting out the development parameters of both the construction and operational stage of the facility. In the case that a border control post is no longer required at the site, any change of use or subsequent development of the site would require a Town and Country Planning Act application to Isle of Anglesey County Council.

The Welsh Government is engaging with community, statutory and technical stakeholders. You can view copies of letters which were sent to residents on our website at www.inlandborderfacilities.uk

Why do we want a border control post in this location?

The border control post would be located on land at Parc Cybi, Holyhead. The site lies to the south-east of the Roadking Truckstop off the existing service road used by a number of HGVs. The site provides convenient transport links with nearby access to/from the Port of Holyhead and the A55 linking with mainland Wales. Isle of Anglesey County Council allocated the site for commercial development.

Part of the site has already been developed using a temporary permission under Permitted Development Rights to facilitate an emergency HGV stacking facility required as a result of the end of transition period. This means the ecological and archaeological interests have already been investigated with little or no wider impact as a result of the development. Further environmental surveys will be undertaken to guide the design to be as unobtrusive as possible, and include the necessary design measures and mitigation required to ensure that residential and ecological receptors are not significantly impacted.

The Parc Cybi site is conveniently located to service the Port of Holyhead, lying just under two miles away via highway routes.

After considering other locations, the Welsh Government is seeking use of the Parc Cybi site under the SDO process.

The site would be managed by an appointed operator and the following organisations are currently proposed to have presence at the site:

- Welsh Government
- Animal and Plant Health Agency (APHA)
- Isle of Anglesey County Council

Aerial view of current stacking facility



Scheme details

- On average, around 25-30 HGVs are expected at the site throughout every 24-hour period.
- Employment opportunities would be created for local people.
- Safe access would be provided for pedestrians and non-HGV vehicles at the site.
- The Parc Cybi site is already allocated for commercial development.
- The site would operate 24/7, with security marshals at the site at all times.
- Approximately 75 employees expected at the site over a 24-hour period, including approximately 10 marshals required to safely manage vehicles and pedestrians within the facility.
- Separate inspection shelters would be provided for consumable and non-consumable produce, small animals, large animals and horses.
- Approximately 75 staff car parking spaces.

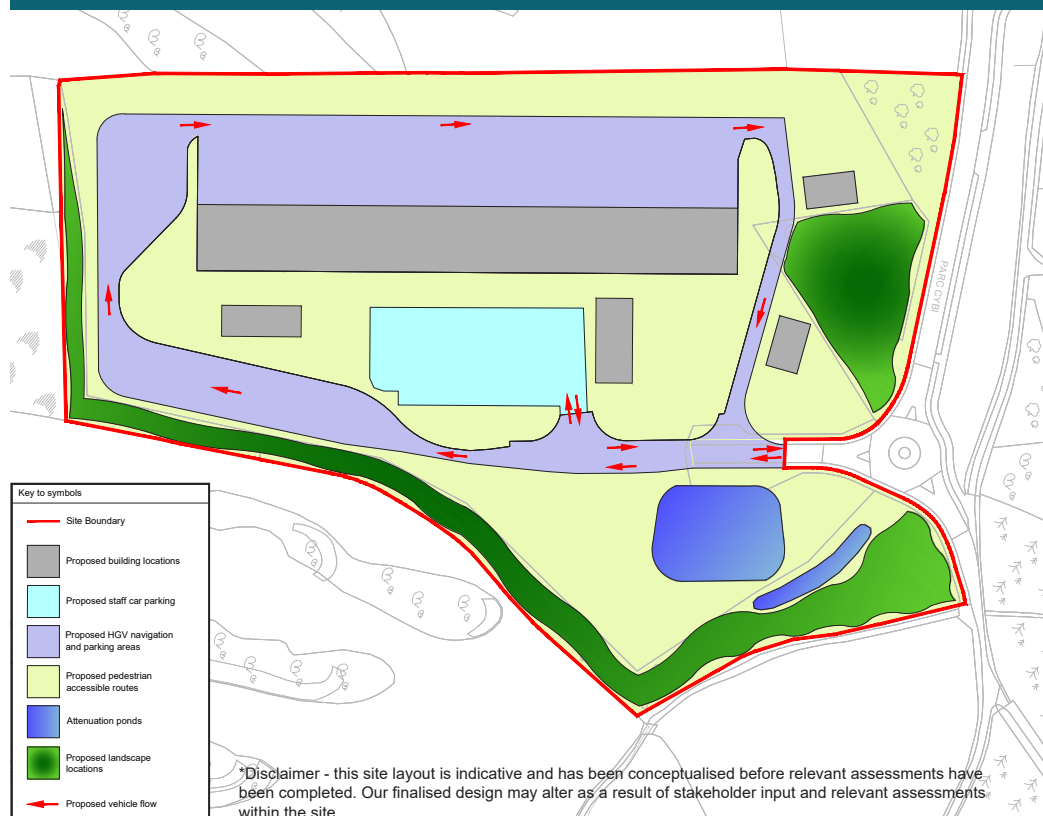
How the site would operate

It is expected that the site would be operational in 2022 with the Welsh Government responsible for site activities. The site would be managed by an appointed operator, which is still to be determined.

Site staff would include fully trained security personnel and emergency response staff. Closed Circuit Television (CCTV) and Automatic Number Plate Recognition (ANPR) cameras would be positioned across the site to monitor site activities. Secure perimeter fencing would also be installed.

After entering the site, HGVs would visit the Vehicle Entry Check Point before being directed to a vacant HGV space. From there, the HGVs would undertake customs and transit checks as required. During processing, HGV drivers must remain at the site unless instructed otherwise. Once the checks have been completed, the HGVs would leave the site to continue on their journey.

Proposed site layout



Covid-19 readiness

To limit risks from Covid-19, there would be hot and cold running water, hand cleaning facilities and provision of drinking water.

The site has been designed taking social distancing into consideration, and the latest Welsh Government guidelines on Covid-19 would be followed in all circumstances.

Site design

The border control post would consist of separate inspection facilities for plant produce, small animals, large animals and horses. Office buildings would be up to two stories tall and inspection buildings would be large enough to facilitate all HGV sizes.

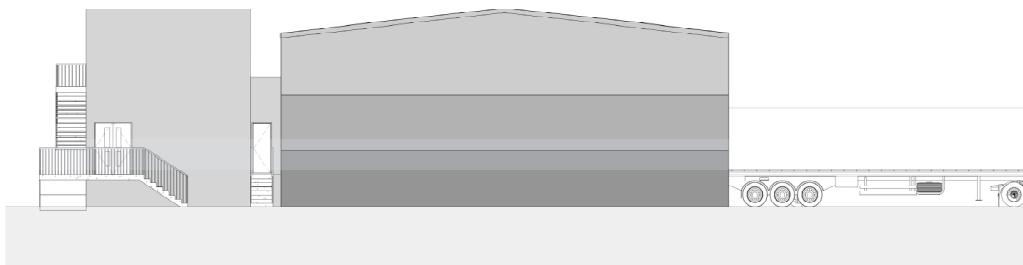
Lighting columns would be reduced to the lowest height as is practical. They would also be directional and hooded to ensure that light spill is minimised. The impact of lighting will be assessed in terms of its impact to heritage, landscape and ecological effects.

An assessment of noise impact will be undertaken to ensure that noise levels do not significantly impact nearby residents, and noise mitigation measures (if required) will be included in the design.

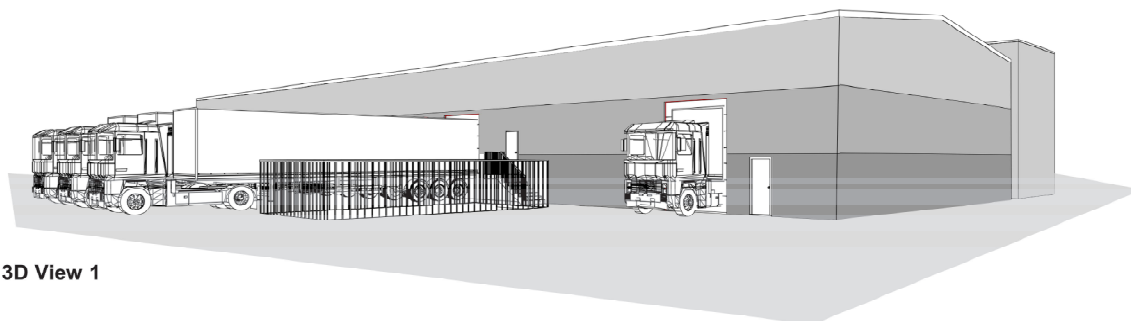
All environmental mitigation measures would be reviewed by the Welsh Government and site operators on an ongoing basis.



Indicative 3D Border Control Post Images



Produce Inspection Bay - Side Elevation 2



3D View 1

*Disclaimer - these are indicative images of the scheme design. The scheme design is subject to review ahead of SDO submission.

Traffic management

By providing additional customs clearance capacity for the Port of Holyhead, the Parc Cybi border control post is essential to facilitate the flow of imports. The number of HGVs that can be stationed at the Parc Cybi border control post at any one time would be up to 40. On average, around 25-30 HGVs would be expected at the site during any 24-hour period.

Traffic impacts on the local and Strategic Road Network are being assessed and managed in conjunction with local and national stakeholders. When the site is operational, monitoring and reporting of potential traffic effects on neighbouring roads caused by vehicles travelling to and from the Parc Cybi border control post may be carried out, if required.

The site itself is located close to the Strategic Road Network and the Port of Holyhead itself. The site would be directly accessible from the A55. In the event of any closures of the A55, the A5 would be used to access the site. Traffic would access and leave the site via the existing access point. This is an already established HGV route for vehicles accessing the Roadking Truckstop site.

Prominent road signage

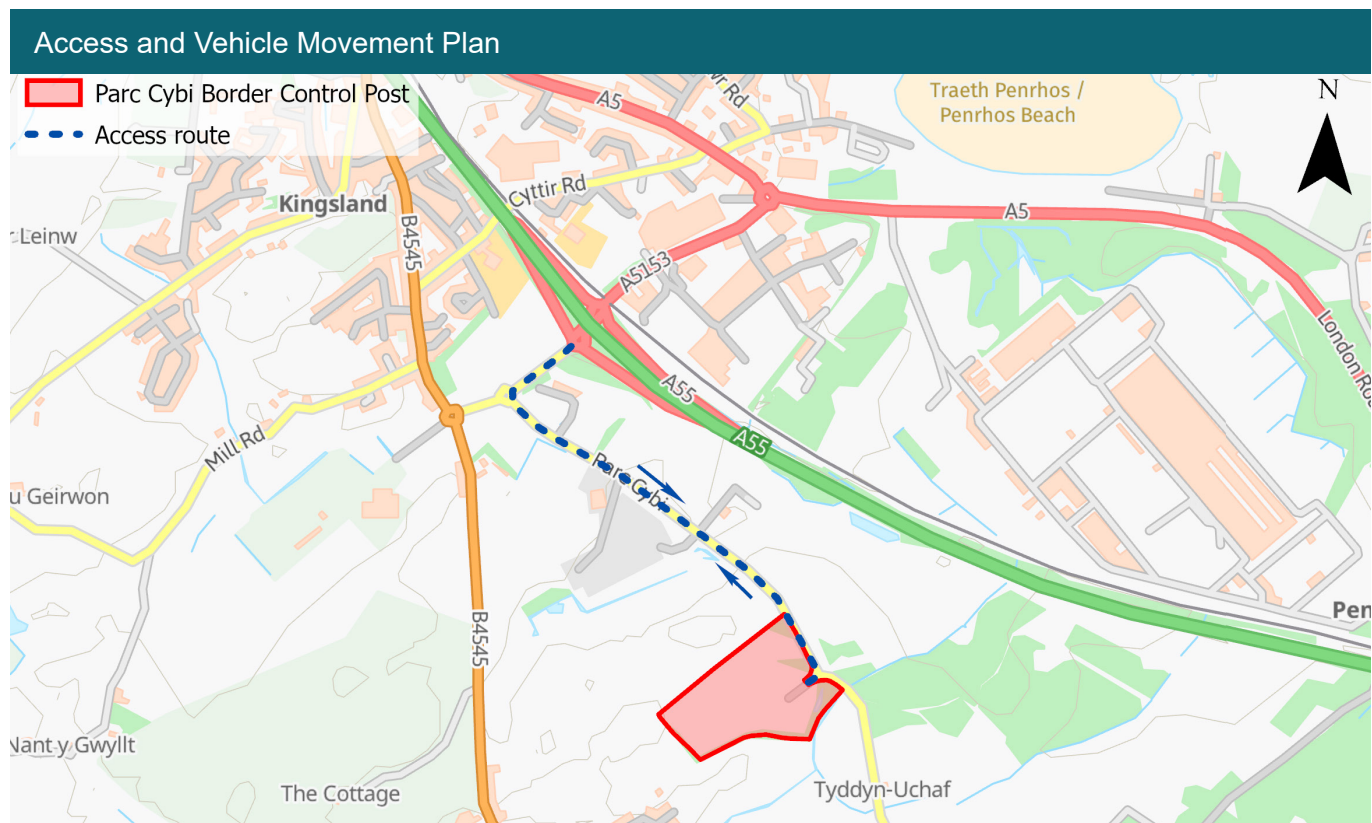
There would be prominent road signage that directs HGV drivers to the border control post. There would also be signs outside the site entrance to advise hauliers about the use of site facilities and providing site contact details.

Entry and exit points at the facility

There would be one point of access and egress to the site. HGVs would be separated by the site design, whereby HGVs arriving would be directed into dedicated holding lanes and HGVs egressing would be directed out via the existing site egress.

Staff would access and egress the site via the existing site access / egress point but would be directed to a dedicated staff car park.

Measures would be implemented to discourage drivers from exiting the site and using the highway towards Trearddur Bay Country Park.



Environment and landscaping

As part of the site-specific proposals for the border control post environmental assessments continue to be carried out and relevant bodies, including Cadw, Natural Resources Wales and relevant officers within the Local Planning Authority, continue to be engaged about the environmental assessment and design of the site.

A landscape strategy would be developed at the site which would provide measures to minimise the potential for adverse environmental effects.

As part of the SDO approval, an environmental report would be produced. This assessment will have consideration of air quality, cultural heritage, landscape and visual effects, biodiversity, road drainage and water, and noise. The report will also consider geology and soils, material assets and waste, population and health, climate, and cumulative effects. A Habitats Regulations Assessment (HRA) will also be produced.

Biodiversity

Potential scheme impacts on biodiversity are being assessed through a number of ecological studies. The ecological studies being undertaken include an analysis of any habitats on the site and assessment of the likelihood of protected species and important habitats. Where impacts to ecology are identified, appropriate mitigation would be implemented to minimise adverse effects on local biodiversity. In addition, biodiversity enhancements would be incorporated into the scheme.

Planning and next steps

Approval for the site would be sought through the requirements of a Special Development Order (SDO) under section 59(3) of the Town and Country Planning Act 1990.

The SDO would provide the Welsh Government with planning consent for a border control post at this site.

A number of separate documents will be provided to Welsh Government, such as:

- Covering letter
- Non-technical summary of full application pack
- Planning Report
- Environmental Report
- Habitats Regulations Assessment
- Stakeholder Engagement Report
- Lighting Assessment
- Drainage Assessment
- Building Envelope Plan
- General Arrangement Plan

Following this engagement period and the production of these reports, the SDO will be laid in the Senedd, and if accepted without objection, is expected to come into force in Summer 2021.

Following the conclusion of the engagement period, the Welsh Government will complete necessary technical assessments to support the application. A ministerial decision will be made based on an assessment of the supporting evidence provided. If ministerial consent is obtained, a SDO would be laid before the Senedd to permit and enable the proposed development of a border control post at Parc Cybi.

Stakeholder engagement

The Welsh Government has been engaging with range of national and local stakeholders regarding the proposals for the Parc Cybi border control post, including with the local community.

You can view copies of letters sent to residents regarding the proposals at our website at: www.inlandborderfacilities.uk

What is the role of the border control post?

The site would be used as a location to inspect goods arriving into the UK via the Port of Holyhead. The plans include parking areas for HGVs and other vehicles as well as security measures and facilities to enable the checking of vehicles entering and exiting the site. There would also be office buildings, staff and driver welfare amenities.

Why this location?

The site is close to the Port of Holyhead and is in close proximity to the A55, a key HGV route for accessing mainland Wales from Anglesey. Additionally, the Parc Cybi site is already designated for commercial development by Isle of Anglesey County Council.

Will the operation of the site impact local communities?

The site is not located immediately alongside residential properties. HGVs that access the site would also not pass by residential properties. The site manager would be contactable by local residents should there be any adverse impacts.

What is the capacity of the site?

The site can hold up to 40 HGVs if required at any one time. This includes holding lanes on site to keep traffic away from the local road network and approximately 14 HGV parking spaces. Additionally, there is segregated staff car parking.

The site would see customs checks undertaken for 25-30 HGVs over an average 24-hour period, with up to 40 at peak times.

How many staff are expected on site?

Approximately 75 employees expected at the site over a 24-hour period, including approximately 10 marshals required to safely manage vehicles and pedestrians within the facility.

What type of vehicles are expected to use the border control post?

The border control post would be used by HGVs, cars and vans, including staff vehicles.

Are refrigerated vehicles expected at the border control post?

Refrigerated vehicles would be checked at the border control post and be held at the site for as little time as possible.

Will goods within vehicles be inspected at the border control post?

There are examination facilities on site, and it is anticipated that some of the goods that are brought to the site would need a physical examination.

Will there be any hazardous materials brought on to the border control post?

A plan will be developed by the appointed operator which will explain how the site would be managed and operated safely, including in relation to any hazardous materials.

How will traffic be managed?

The number of HGVs that can be stationed at the border control post at any one time would be limited. The site would see customs checks undertaken for 25-30 HGVs over an average 24-hour period, with up to 40 at peak times.

Traffic impacts on the local and Strategic Road Network are being assessed and managed in conjunction with local and national stakeholders.

When will construction work start?

Subject to receiving planning permission, required site works could begin in Summer 2021. More information about construction works would be communicated once the details are available.

Further Information

The UK Government announced its plans for new border infrastructure on 12 June 2020.

You can view details of this announcement and follow the relevant links to find out more about the transition period and the UK Government's plans for new border infrastructure via the web page below:

www.gov.uk/government/news/government-accelerates-border-planning-for-the-end-of-the-transition-period

Privacy Statement

General Data Protection Regulation (GDPR)

The Welsh Government and its contracted third parties will control any personal data you provide as part of your response to the consultation. Welsh Ministers have statutory powers they will rely on to process this personal data to make informed decisions about the application. Any response you send us will be seen in full by Welsh Government and contracted third party staff dealing with this consultation. The Welsh Government's standard terms and conditions for contracts with third parties are compliant with GDPR guidelines.

Your rights

Under the data protection legislation, you have the right:

- to be informed of the personal data holds about you and to access it
- to require us to rectify inaccuracies in that data
- to (in certain circumstances) object to or restrict processing
- for (in certain circumstances) your data to be 'erased'
- to (in certain circumstances) data portability
- to lodge a complaint with the Information Commissioner's Office (ICO) who is our independent regulator for data protection.

For further details about the information the Welsh Government holds and its use, or if you want to exercise your rights under GDPR, please see contact details below:

Data Protection Officer
Welsh Government
Cathays Park
Cardiff CF10 3NQ
Email: data.protectionofficer@gov.wales

The contact details for the Information Commissioner's Office are:

Wycliffe House
Water Lane
Wilmslow
Cheshire SK9 5AF
Tel: 01625 545 745 or 0303 123 1113
Website: <https://ico.org.uk/>

Safle Rheoli Ffiniau Parc Cybi Llyfryn Gwybodaeth



Sut i roi sylwadau ar y cynigion

Os hoffech chi gyflwyno sylwadau am gynnig safle rheoli ffiniau Parc Cybi, cwblhewch ffurflen adborth a'i phostio i: Freepost Inland Border Facilities Gellir gweld manylion am sut y byddai'r safle rheoli ffiniau yn gweithredu ar ein gwefan www.inlandborderfacilities.uk lle gallwch hefyd ddarparu'ch sylwadau ar y cynigion arlein.

Safle Rheoli Ffiniau Parc Cybi

Mae'r Deyrnas Unedig (DU) wedi gadael yr Undeb Ewropeaidd (UE) a daeth y cyfnod trosglwyddo i ben ar 31 Rhagfyr 2020. Mae'r llyfryn hwn yn egluro cynlluniau Llywodraeth Cymru i gyflwyno safle rheoli ffiniau ym Mharc Cybi, Caergybi a fyddai'n darparu gwiriadau tollau a thramwy sy'n ofynnol ar gyfer mewnfario anifeiliaid, cynhyrchion anifeiliaid, planhigion a bwyd a bwyd anifeiliaid dethol. Mae'r llyfryn hefyd yn manylu ar sut y gall unigolion a sefydliadau sydd â diddordeb gyflwyno sylwadau ar y cynigion.

Cefndir

Mae Llywodraeth Cymru yn bwrw ymlaen â chynlluniau ar gyfer defnyddio tir y mae'n berchen arno ym Mharc Cybi, a elwir yn Blot 9, Caergybi fel safle rheoli ffiniau.

Yng Nghaergybi byddai angen archwiliadau ar nwyddau fel anifeiliaid, planhigion a chynhyrchion o darddiad anifeiliaid sy'n dod i mewn i Gymru o Weriniaeth Iwerddon. Cyfrifoldeb Llywodraeth Cymru yw'r gwiriadau hyn. Ar hyn o bryd nid oes digon o le yn y porthladd i brosesu'r gwiriadau yn y dyfodol.

Mae safle rheoli ffiniau gweithredol yn hanfodol i gefnogi gweithrediad tymor hir y porthladd.

Byddai'r safle'n cael ei ddefnyddio fel lleoliad i archwilio nwyddau sy'n cyrraedd y DU trwy Borthladd Caergybi. Byddai'n cynnwys manau parcio ar gyfer HGVs a cherbydau eraill ynghyd â mesurau a chyfleusterau diogelwch i alluogi gwirio cerbydau a nwyddau sy'n dod i mewn ac allan o'r safle. Byddai angen cymeradwyaeth ar gyfer defnydd arfaethedig Llywodraeth Cymru o'r safle, y mae'n ei geisio o dan ofynion Gorchymyn Datblygu Arbennig (SDO) o dan adran 59 (3) o Ddeddf Cynllunio Gwlad a Thref 1990.

Mae Llywodraeth Cymru wedi adolygu'r opsiynau ar gyfer defnyddio'r safle ac yn seiliedig ar gynllunio cyfredol, maent yn disgwyl ceisio defnydd parhaol o'r safle o dan y SDO. Byddai'r SDO yn darparu caniatâd parhaol ar gyfer safle rheoli ffiniau, gan nodi paramedrau datblygu cam adeiladu a gweithredol y cyfleuster. Yn achos nad oes angen safle rheoli ffiniau ar y safle mwyach, byddai angen newid Deddf Cynllunio Gwlad a Thref i Gyngor Sir Ynys Môn ar gyfer unrhyw newid defnydd neu ddatblygiad dilynol ar y safle.

Mae Llywodraeth Cymru yn ymgysylltu â rhanddeiliaid cymunedol, statudol a thechnegol. Gallwch weld copïau o lythyrau a anfonwyd at breswylwyr ar ein gwefan yn www.inlandborderfacilities.uk

Pam ydyn ni eisiau safle rheoli ffiniau yn y lleoliad hwn?

Byddai'r safle rheoli ffiniau wedi'i leoli ar dir ym Mharc Cybi, Caergybi. Gorwedd y safle i'r de-ddwyrain o'r Roadking Truckstop oddi ar y ffordd wasanaeth bresennol a ddefnyddir gan nifer o HGVs. Mae'r safle'n darparu cysylltiadau trafndiaeth cyfleus gyda mynediad cyfagos yn ôl ac ymlaen o Porthladd Caergybi a'r A55 yn cysylltu â thir mawr Cymru. Dyrannodd Cyngor Sir Ynys Môn y safle ar gyfer datblygu masnachol.

Mae rhan o'r safle eisoes wedi'i ddatblygu gan ddefnyddio caniatâd dros dro o dan Hawliau Datblygu a Ganiateir i hwyluso cyfleuster pentyrru HGV brys sy'n ofynnol o ganlyniad i ddiwedd y cyfnod trosglwyddo. Mae hyn yn golygu bod y diddordebau ecolegol ac archeolegol eisoes wedi cael eu hymchwilio heb fawr o effaith ehangach o ganlyniad i'r datblygiad. Bydd arolygon amgylcheddol pellach yn cael eu cynnal i arwain y dyluniad i fod mor anymwthiol â phosibl, a chynnwys y mesurau dylunio a'r lliniaru angenrheidiol sy'n ofynnol i sicrhau nad yw derbynyddion preswyl ac ecolegol yn cael effaith sylweddol.

Mae safle Parc Cybi mewn lleoliad cyfleus i wasanaethu Porthladd Caergybi, ychydig yn llai na dwy filltir i ffwrdd ar hyd llwybrau priffordd. Golygfa o'r awyr o'r cyfleuster pentyrru cyfredol Ar ôl ystyried lleoliadau eraill, mae Llywodraeth Cymru yn ceisio defnyddio safle Parc Cybi o dan y broses SDO.

Byddai'r safle'n cael ei reoli gan weithredwr penodedig ac ar hyn o bryd cynigir bod y sefydliadau canlynol yn bresennol ar y safle:

- Llywodraeth Cymru
- Asiantaeth Iechyd Anifeiliaid a Phlanhigion (APHA)
- Cyngor Sir Ynys Môn

Golygfa o'r awyr o'r cyfleuster pentyrru cyfredol



Manylion y cynllun

- Ar gyfartaledd, mae disgwyl tua 25-30 HGV ar y safle trwy gydol pob cyfnod o 24 awr. • Byddai cyfleoedd cyflogaeth yn cael eu creu i bobl leol.
- Byddai mynediad diogel yn cael ei ddarparu i gerddwyr a cherbydau heblaw HGV ar y safle.
- Mae safle Parc Cybi eisoes wedi'i ddyrannu ar gyfer datblygu masnachol.
- Byddai'r safle'n gweithredu 24/7, gyda marsialiaid diogelwch ar y safle bob amser.
- Disgwylir oddeutu 75 o weithwyr ar y safle dros gyfnod o 24 awr, gan gynnwys oddeutu 10 marsial sy'n ofynnol i reoli cerbydau a cherddwyr yn ddiogel yn y cyfleuster.
- Byddai llochesi archwilio ar wahân yn cael eu darparu ar gyfer cynnyrch traul ac na ellir ei yfed, anifeiliaid bach, anifeiliaid mawr a cheffylau.
- Tua 75 o leoedd parcio ceir i staff.

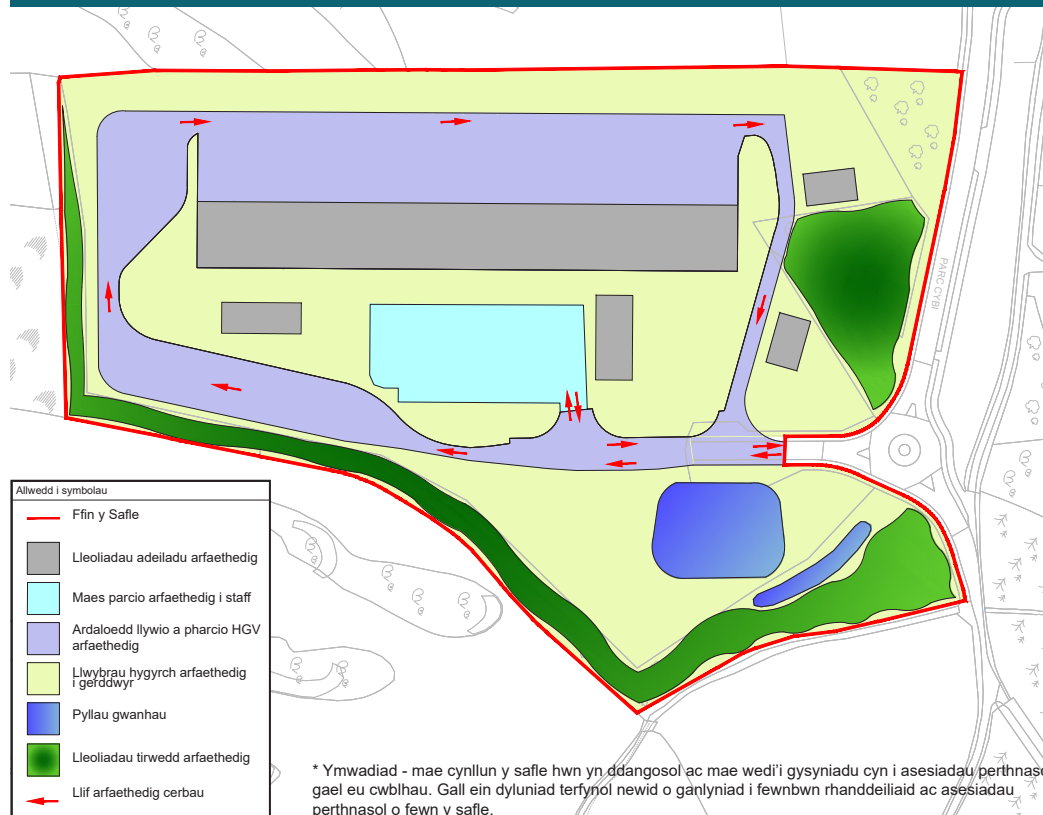
Sut fyddai'r safle'n gweithredu

Disgwylir y byddai'r safle'n weithredol yn 2022 gyda Llywodraeth Cymru yn gyfrifol am weithgareddau'r safle. Byddai'r safle'n cael ei reoli gan weithredwr penodedig, sydd eto i'w benderfynu.

Byddai staff y safle yn cynnwys personél diogelwch wedi'u hyfforddi'n llawn a staff ymateb brys. Byddai camerâu Teledu Cylch Cyfyng (CCTV) a chamêrau Cydnabod Plât Rhif Awtomatig (ANPR) yn cael eu gosod ar draws y safle i fonitro gweithgareddau'r safle. Byddai ffensys perimedr diogel hefyd yn cael eu gosod.

Ar ôl mynd i mewn i'r safle, byddai HGVs yn ymweld â'r Man Gwirio Mynediad i Gerbydau cyn cael eu cyfeirio at le gwag HGV. O'r fan honno, byddai'r HGVs yn cynnal gwiriadau tollau a thramwy yn ôl yr angen. Yn ystod y prosesu, rhaid i yrwyr HGV aros ar y safle oni chyfarwyddir yn wahanol. Ar ôl cwblhau'r gwiriadau, byddai'r HGVs yn gadael y safle i barhau ar eu taith.

Cynllun arfaethedig y safle



Parodrwydd Covid-19

Er mwyn cyfyngu ar risgiau Covid-19, byddai dŵr rhedeg poeth ac oer, cyfleusterau glanhau dwylo a darparu dŵr yfed. Dyluniwyd y safle gan ystyried pellter cymdeithasol, a byddai canllawiau diweddaraf Llywodraeth Cymru ar Covid-19 yn cael eu dilyn ym mhob amgylchiad.

Dyluniad y safle

Byddai'r safle rheoli ffiniau yn cynnwys cyfleusterau archwilio ar wahân ar gyfer cynnyrch planhigion, anifeiliaid bach, anifeiliaid mawr a cheffylau. Byddai adeiladau swyddfa hyd at ddwy stori o daldra a byddai adeiladau archwilio yn ddigon mawr i hwyluso pob maint HGV.

Byddai colofnau goleuo'n cael eu gostwng i'r uchder isaf fel sy'n ymarferol. Byddent hefyd yn gyfeiriadol ac yn hwd i sicrhau bod gollyngiad golau yn cael ei leihau. Asesir effaith goleuadau yn nhermau ei effaith ar dreftadaeth, tirwedd ac effeithiau ecolegol.

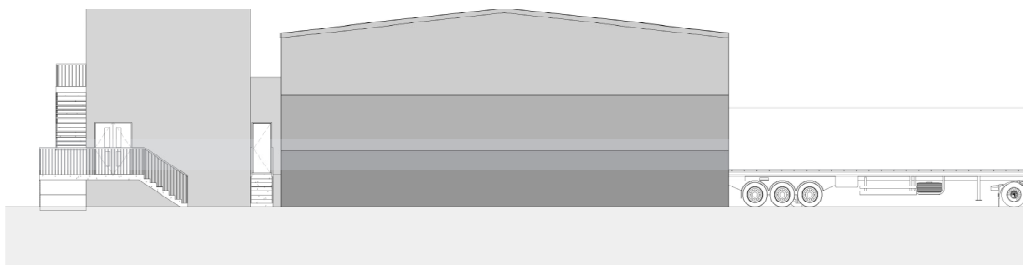
Gwneir asesiad o effaith sŵn i sicrhau nad yw lefelau sŵn yn effeithio'n sylweddol ar drigolion cyfagos, a bydd mesurau lliniaru sŵn (os oes angen) yn cael eu cynnwys yn y dyluniad.

Byddai'r holl fesurau lliniaru amgylcheddol yn cael eu hadolygu gan Lywodraeth Cymru a gweithredwyr safleoedd yn barhaus.

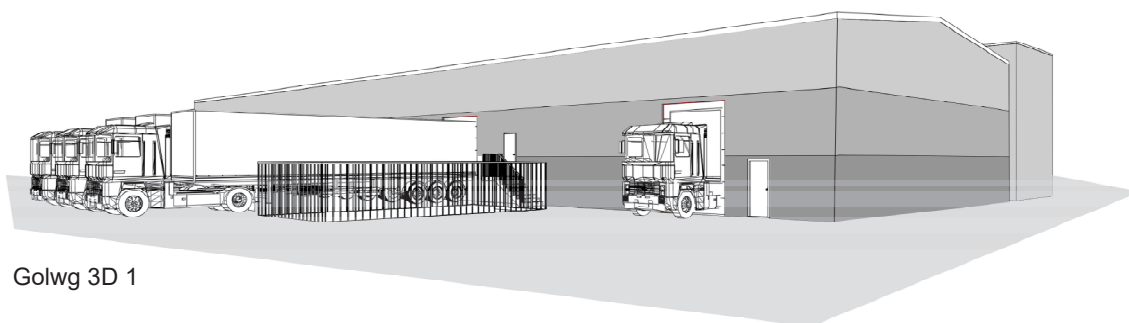
Ffin safle arfaethedig



Delweddau Post Dangos Ffin 3D Dangosol



Cynhyrchu Bae Arolygu - Drychiad Ochr 2



Golwg 3D 1

*Ymwadiad - mae'r rhain yn ddelweddau dangosol o ddyluniad y cynllun. Mae dyluniad y cynllun yn destun adolygiad cyn cyflwyno SDO.

Rheoli traffig

Trwy ddarparu capasiti clirio tollau ychwanegol ar gyfer Porthladd Caergybi, mae safle rheoli ffiniau Parc Cybi yn hanfodol i hwyluso llif mewnforion. Byddai nifer yr HGVs y gellir eu lleoli wrth bostyn rheoli ffiniau Parc Cybi ar unrhyw un adeg hyd at 40. Ar gyfartaledd, byddai disgwyl tua 25-30 HGV ar y safle yn ystod unrhyw gyfnod o 24 awr.

Mae effeithiau traffig ar y Rhwydwaith Ffyrdd Lleol a Strategol yn cael eu hasesu a'u rheoli ar y cyd â rhanddeiliaid lleol a chenedlaethol. Pan fydd y safle'n weithredol, gellir monitro ac adrodd ar effeithiau traffig posibl ar ffyrdd cyfagos a achosir gan gerbydau sy'n teithio i ac o bost rheoli ffiniau Parc Cybi, os oes angen.

Mae'r safle ei hun wedi'i leoli'n agos at y Rhwydwaith Ffyrdd Strategol a Phorthladd Caergybi ei hun. Byddai'r safle'n uniongyrchol hygyrch o'r A55. Pe bai'r A55 yn cau, byddai'r A5 yn cael ei defnyddio i gael mynediad i'r safle. Byddai traffig yn cyrchu ac yn gadael y safle trwy'r pwynt mynediad presennol. Mae hwn yn llwybr HGV sydd eisoes wedi'i sefydlu ar gyfer cerbydau sy'n cyrchu safle Roadking Truckstop.

Arwyddion ffordd amlwg

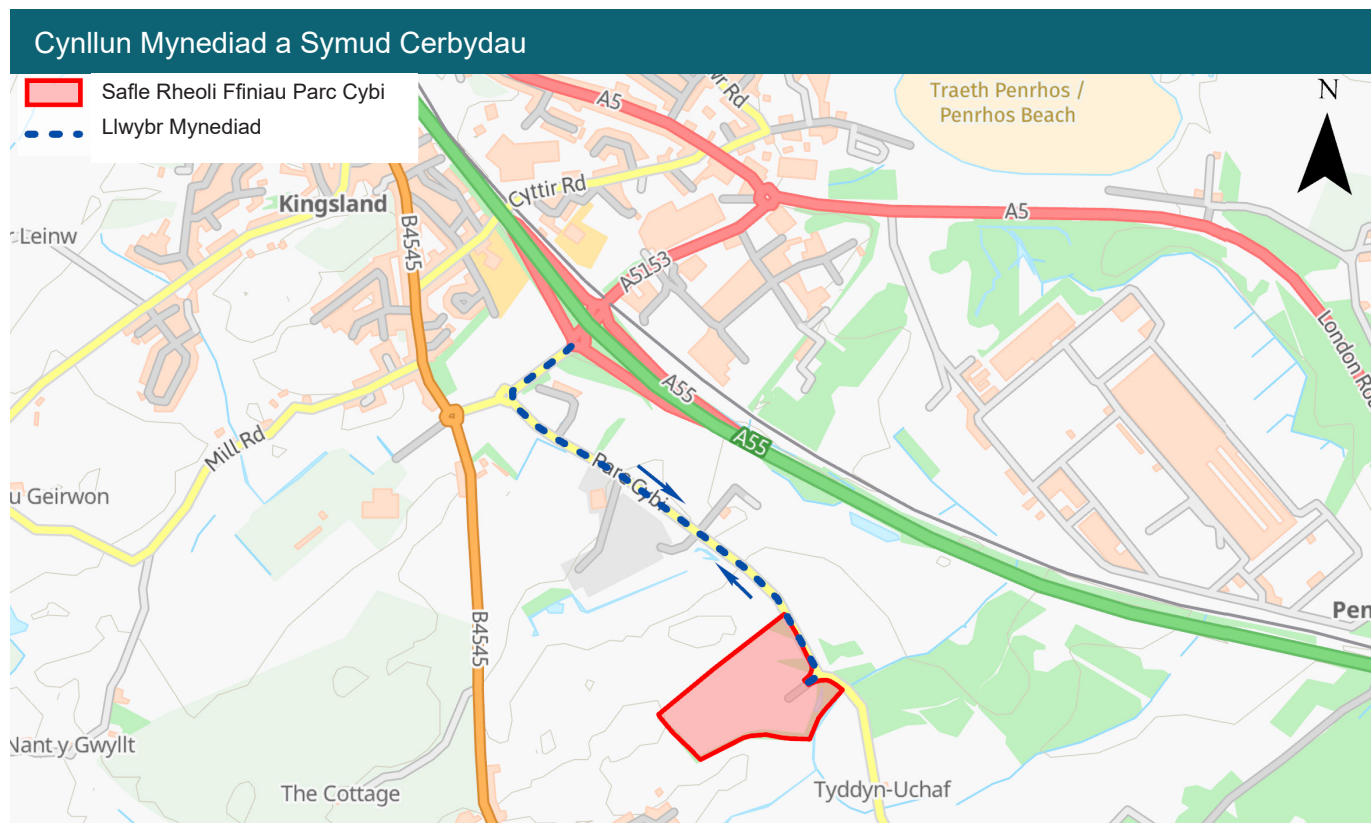
Byddai arwyddion ffordd amlwg sy'n cyfeirio gyrwyr HGV i'r safle rheoli ffiniau. Byddai arwyddion hefyd y tu allan i fynedfa'r safle i gynghori cludwyr ynghylch defnyddio cyfleusterau safle a darparu manylion cyswllt safle.

Pwyntiau mynediad ac allanfa yn y cyfleuster

Byddai un pwynt mynediad ac allanfa i'r safle. Byddai HGVs yn cael eu gwahanu gan ddyluniad y safle, lle byddai HGVs sy'n cyrraedd yn cael eu cyfeirio i mewn i lonydd dal pwrpasol a byddai HGVs allan yn cael eu cyfeirio allan trwy'r allanfa safle presennol.

Byddai staff yn cyrchu ac yn mynd allan o'r safle trwy'r fynedfa bresennol i'r safle / pwynt allanfa ond byddai'n cael ei gyfeirio at faes parcio staff pwrpasol.

Byddai mesurau'n cael eu gweithredu i annog gyrwyr i beidio â gadael y safle a defnyddio'r briffordd tuag at Barc Gwledig Bae Trearddur.



Yr amgylchedd a thirlunio

Fel rhan o'r cynigion safle-benodol ar gyfer y rheolaeth ffiniau, mae asesiadau ôl-amgylcheddol yn parhau i gael eu cynnal ac mae cyrff perthnasol, gan gynnwys Cadw, Cyfoeth Naturiol Cymru a swyddogion perthnasol yn yr Awdurdod Cynllunio Lleol, yn parhau i ymgysylltu ag asesiad a dyluniad amgylcheddol y safle.

Byddai strategaeth dirwedd yn cael ei datblygu ar y safle a fyddai'n darparu mesurau i leihau'r potensial ar gyfer effeithiau amgylcheddol niweidiol.

Fel rhan o gymeradwyaeth y SDO, byddai adroddiad amgylcheddol yn cael ei gynhyrchu. Bydd yr asesiad hwn yn ystyried ansawdd aer, treftadaeth ddiwylliannol, effeithiau tirwedd a gweledol, bioamrywiaeth, draenio ffyrdd a dŵr, a sŵn. Bydd yr adroddiad hefyd yn ystyried daeareg a phriddoedd, asedau materol a gwastraff, poblogaeth ac iechyd, hinsawdd, ac effeithiau cronus. Cynhyrchir Asesiad Rheoliadau Cynefinoedd (HRA) hefyd.

Bioamrywiaeth

Mae effeithiau posibl cynllun ar fioamrywiaeth yn cael eu hasesu trwy nifer o astudiaethau ecolegol. Mae'r astudiaethau ecolegol sy'n cael eu cynnal yn cynnwys dadansoddiad o unrhyw gynefinoedd ar y safle ac asesiad o'r tebygolrwydd o rywogaethau gwarchoddedig a chynefinoedd pwysig. Pan nodir effeithiau ar ecoleg, byddai lliniaru priodol yn cael ei weithredu i leihau effeithiau andwyol ar fioamrywiaeth leol. Yn ogystal, byddai gwelliannau bioamrywiaeth yn cael eu hymgorffori yn y cynllun.

Cynllunio a'r camau nesaf

Gofynnir am gymeradwyaeth ar gyfer y safle trwy ofynion Gorchymyn Datblygu Arbennig (SDO) o dan adran 59 (3) o Ddeddf Cynllunio Gwlad a Thref 1990.

Byddai'r SDO yn rhoi caniatâd cynllunio i Lywodraeth Cymru ar gyfer safle rheoli ffiniau ar y safle hwn.

Darperir nifer o ddogfennau ar wahân i Lywodraeth Cymru, megis:

- Llythyr eglurhaol
- Crynodeb annhechnegol o'r pecyn cais llawn
- Adroddiad Cynllunio
- Adroddiad Amgylcheddol
- Asesiad Rheoliadau Cynefinoedd
- Adroddiad Ymgysylltu â Rhanddeiliaid
- Asesiad Goleuo
- Asesiad Draenio
- Cynllun Amlen Adeiladu
- Cynllun Trefniant Cyffredinol

Yn dilyn y cyfnod ymgysylltu hwn a chynhyrchu'r adroddiadau hyn, bydd y SDO yn cael ei osod yn y Senedd, ac os caiff ei dderbyn heb wrthwynebiad, disgwylir iddo ddod i rym yn Haf 2021.

Ar ôl i'r cyfnod ymgysylltu ddod i ben, bydd Llywodraeth Cymru yn cwblhau asesiadau technegol angenrheidiol i gefnogi'r cais. Gwneir penderfyniad gweinidogol yn seiliedig ar asesiad o'r dystiolaeth ategol a ddarperir. Os ceir caniatâd gweinidogol, byddai SDO yn cael ei osod gerbron y Senedd i ganiatáu a galluogi datblygiad arfaethedig safle rheoli ffiniau ym Mharc Cybi.

Ymgysylltu â rhanddeiliaid

Mae Llywodraeth Cymru wedi bod yn ymgysylltu ag ystod o randdeiliaid cenedlaethol a lleol ynghylch y cynigion ar gyfer safle rheoli ffiniau Parc Cybi, gan gynnwys gyda'r gymuned leol.

Gallwch weld copiâu o lythyrau a anfonwyd at breswylwyr ynghylch y cynigion ar ein gwefan fan hyn: www.inlandborderfacilities.uk

Beth yw rôl y safle rheoli ffiniau?

Byddai'r safle'n cael ei ddefnyddio fel lleoliad i archwilio nwyddau sy'n cyrraedd y DU trwy Borthladd Caergybi. Mae'r cynlluniau'n cynnwys manau parcio ar gyfer HGVs a cherbydau eraill ynghyd â mesurau a chyfleusterau diogelwch i alluogi gwirio cerbydau sy'n dod i mewn ac allan o'r safle. Byddai adeiladau swyddfa, cyfleusterau llesiant staff a gyrwyr hefyd.

Pam y lleoliad hwn?

Mae'r safle yn agos at Borthladd Caergybi ac yn agos at yr A55, llwybr HGV allweddol ar gyfer cyrchu tir mawr Cymru o Ynys Môn. Yn ogystal, mae safle Parc Cybi eisoes wedi'i ddynodi ar gyfer datblygiad masnachol gan Gyngor Sir Ynys Môn.

A fydd gweithrediad y safle yn effeithio ar gymunedau lleol?

Nid yw'r safle wedi'i leoli yn union ochr yn ochr ag eiddo preswyl. Ni fyddai HGVs sy'n cyrchu'r safle hefyd yn mynd heibio eiddo preswyl. Byddai trigolion lleol yn gallu cysylltu â rheolwr y safle pe bai unrhyw effeithiau andwyol.

Beth yw cynhwysedd y safle?

Gall y safle ddal hyd at 40 HGV os oes angen ar unrhyw un adeg. Mae hyn yn cynnwys dal lonydd ar y safle i gadw traffig i ffwrdd o'r rhwydwaith ffyrdd lleol a thua 14 o leoedd parcio HGV. Yn ogystal, mae maes parcio staff ar wahân.

Byddai'r safle'n gweld gwiriadau tollau am 25-30 HGV dros gyfnod o 24 awr ar gyfartaledd, gyda hyd at 40 ar yr oriau brig.

Faint o staff sy'n ddisgwyliedig ar y safle?

Disgwyliedig 75 o weithwyr ar y safle dros gyfnod o 24 awr, gan gynnwys oddeutu 10 marsial sy'n ofynnol i reoli cerbydau a cherddwyr yn ddiogel yn y cyfleuster.

Pa fath o gerbydau y disgwyliir iddynt ddefnyddio'r safle rheoli ffiniau?

Byddai'r safle rheoli ffiniau yn cael ei ddefnyddio gan HGVs, ceir a faniau, gan gynnwys cerbydau staff.

A ddisgwyliir cerbydau rheweddiedig yn y safle rheoli ffiniau?

Byddai cerbydau rheweddiedig yn cael eu gwirio yn y safle rheoli ffiniau ac yn cael eu cadw ar y safle am gyn lleied o amser â phosib.

A fydd nwyddau o fewn cerbydau yn cael eu harchwilio yn y safle rheoli ffiniau?

Mae cyfleusterau archwilio ar y safle, a rhagwelir y byddai angen archwiliad corfforol ar rai o'r nwyddau sy'n cael eu cludo i'r safle.

A fydd unrhyw ddeunyddiau peryglus yn cael eu dwyn i'r safle rheoli ffiniau?

Bydd cynllun yn cael ei ddatblygu gan y gweithredwr penodedig a fydd yn egluro sut y byddai'r safle'n cael ei reoli a'i weithredu'n ddiogel, gan gynnwys mewn perthynas ag unrhyw ddeunyddiau peryglus.

Sut fydd traffig yn cael ei reoli?

Byddai nifer yr HGVs y gellir eu lleoli yn y safle rheoli ffiniau ar unrhyw un adeg yn gyfyngedig. Byddai'r safle yn gweld gwiriadau tollau a gynhaliwyd ar gyfer 25-30 cerbydau nwyddau trwm dros gyfartaledd cyfnod o 24 awr, gyda hyd at 40 ar adegau brig.

Mae effeithiau traffig ar y Rhwydwaith Ffyrdd Lleol a Strategol yn cael eu hasesu a'u rheoli ar y cyd â rhanddeiliaid lleol a chenedlaethol.

Pryd fydd y gwaith adeiladu yn cychwyn?

Yn amodol ar dderbyn caniatâd cynllunio, gallai'r gwaith safle gofynnol ddechrau yn Haf 2021. Byddai mwy o wybodaeth am waith adeiladu yn cael ei gyfleu unwaith y bydd y manylion ar gael.

Gwybodaeth Bellach

Cyhoeddodd Llywodraeth y DU ei chynlluniau ar gyfer seilwaith ffiniau newydd ar 12 Mehefin 2020.

Gallwch weld manylion y cyhoeddiad hwn a dilyn y dolenni perthnasol i ddarganfod mwy am y cyfnod trosglwyddo a chynlluniau Llywodraeth y DU ar gyfer seilwaith ffiniau newydd trwy'r dudalen we isod:

www.gov.uk/government/news/government-accelerates-border-planning-for-the-end-of-the-transition-period

Datganiad Preifatrwydd

Rheoliad Diogelu Data Cyffredinol (GDPR)

Bydd Llywodraeth Cymru a'i thrydydd partion dan gcontract yn rheoli unrhyw ddata personol a ddarperir gennych fel rhan o'ch ymateb i'r ymgynghoriad. Mae gan Weinidogion Cymru bwerau statudol y byddant yn dibynnu arnynt i brosesu'r data personol hwn i wneud penderfyniadau gwybodus am y cais. Bydd unrhyw ymateb a anfonwch atom yn cael ei weld yn llawn gan Lywodraeth Cymru a staff trydydd parti dan gcontract sy'n delio â'r ymgynghoriad hwn. Mae telerau ac amodau safonol Llywodraeth Cymru ar gyfer contractau â thrydydd partion yn cydymffurfio â chanllawiau GDPR.

Eich hawliau

O dan y ddeddfwriaeth diogelu data, mae gennych yr hawl:

- i gael gwybod am y data personol sydd gennych amdanoch chi a'i gyrchu
- i'w gwneud yn ofynnol i ni gywiro gwallau yn y data hwnnw
- gwrthwynebu (mewn rhai amgylchiadau) gwrthwynebu neu gyfyngu ar brosesu
- ar gyfer (mewn rhai amgylchiadau) i'ch data gael ei 'ddileu'
- i gludadwyedd data (mewn rhai amgylchiadau)
- cyflwyno cwyn i Swyddfa'r Comisiynydd Gwybodaeth (ICO) sef ein rheolydd annibynnol ar gyfer diogelu data.

Am fanylion pellach am y wybodaeth sydd gan Lywodraeth Cymru a'i defnydd, neu os ydych chi am arfer eich hawliau o dan GDPR, gweler y manylion cyswllt isod:

Swyddog Diogelu Data
Llywodraeth Cymru
Parc Cathays
Caerdydd CF10 3NQ
E-bost: data.protectionofficer@gov.wales

Y manylion cyswllt ar gyfer Swyddfa'r Comisiynydd Gwybodaeth yw:

Wycliffe House
Water Lane
Wilmslow
Cheshire SK9 5AF
Ffôn: 01625 545 745 neu 0303 123 1113
Gwefan: <https://ico.org.uk/>



24 March 2021

Dear Resident, Owner or Occupier,

Re: Welsh Government – Parc Cybi Border Control Post

We are writing to inform you that the 21-day community engagement period for the Welsh Government's proposals for a border control post at Parc Cybi, Holyhead has commenced.

The Welsh Government is seeking to develop Plot 9, Parc Cybi, Holyhead into a border control post to service the Port of Holyhead. The site is required because there is currently insufficient space within the port to process the future checks required following the end of the UK's transition period with the EU on 31 December 2020.

The site would be used as a location to inspect goods such as animals, plants and products of animal origin entering Wales via the Port of Holyhead. These checks are the responsibility of the Welsh Government. The site would include parking areas for HGVs and other vehicles as well as security measures and facilities to enable the checking of vehicles and goods entering and exiting the site.

The Welsh Government's proposed use of the site will require approval, which it is seeking under the requirements of a Special Development Order (SDO).

Provide your views

We are inviting you to comment on the proposals during the 21-day period of community engagement which will run from Wednesday 24 March 2021 until midnight on **Tuesday 13 April 2021**.

Please find enclosed an information booklet which sets out the purpose of the site, the need for a border control post at Parc Cybi and timescales for its proposed construction and operation.

If you wish to provide comments on the proposals and to find out further details of the Welsh Government's proposals for the site, visit our website at www.inlandborderfacilities.uk

You can also provide comments by completing the enclosed feedback form and mailing to: Freepost Inland Border Facilities

Comments received during the community engagement period will be included within our planning submission documents. Feedback can be provided from Wednesday 24 March 2021 until midnight on **Tuesday 13 April 2021**.

The website will be updated regularly to provide you with progress of the scheme.

Yours faithfully,

Border Infrastructure Programme
Welsh Government

Rydym yn croesawu derbyn gohebiaeth yn Gymraeg. Byddwn yn ateb gohebiaeth a dderbynnir yn Gymraeg yn Gymraeg ac ni fydd gohebu yn Gymraeg yn arwain at oedi.

We welcome receiving correspondence in Welsh. Any correspondence received in Welsh will be answered in Welsh and corresponding in Welsh will not lead to a delay in responding.



24 Mawrth 2021

Annwyl Breswlydd, Perchennog neu Ddeiliad,

Parthed: Llywodraeth Cymru - Safle Rheoli Ffiniau Parc Cybi

Rydym yn ysgrifennu i'ch hysbysu bod y cyfnod ymgysylltu â'r gymuned 21 diwrnod ar gyfer cynigion Llywodraeth Cymru ar gyfer safle rheoli ffiniau ym Mharc Cybi, Caerdybi, wedi cychwyn.

Mae Llywodraeth Cymru yn ceisio datblygu Plot 9, Parc Cybi, Caerdybi yn safle rheoli ffiniau i wasanaethu Porthladd Caerdybi. Mae angen y safle oherwydd nad oes digon o le ar hyn o bryd yn y porthladd i brosesu'r gwiriadau yn y dyfodol sy'n ofynnol yn dilyn diwedd cyfnod trosglwyddo'r DU gyda'r UE ar 31 Rhagfyr 2020.

Byddai'r safle'n cael ei ddefnyddio fel lleoliad i archwilio nwyddau fel anifeiliaid, planhigion a chynhyrchion o darddiad anifeiliaid sy'n dod i mewn i Gymru trwy Borthladd Caerdybi. Cyfrifoldeb Llywodraeth Cymru yw'r gwiriadau hyn. Byddai'r safle'n cynnwys lleoedd parcio ar gyfer HGVs a cherbydau eraill ynghyd â mesurau a chyfleusterau diogelwch i alluogi gwirio cerbydau a nwyddau sy'n dod i mewn ac allan o'r safle.

Bydd angen cymeradwyaeth ar gyfer defnydd arfaethedig Llywodraeth Cymru o'r safle, y mae'n ei geisio o dan ofynion Gorchymyn Datblygu Arbennig (SDO).

Rhowch eich barn

Rydym yn eich gwahodd i wneud sylwadau ar y cynigion yn ystod y cyfnod 21 diwrnod o ymgysylltu â'r gymuned a fydd yn rhedeg o ddydd Mercher 24 Mawrth 2021 tan hanner nos **ddydd Mawrth 13 Ebrill 2021**.

Amgawch lyfryn gwybodaeth sy'n nodi pwrpas y safle, yr angen am safle rheoli ffiniau ym Mharc Cybi ac amserlenni ar gyfer ei adeiladu a'i weithredu arfaethedig.

Os ydych am roi sylwadau ar y cynigion ac i ddarganfod mwy o fanylion am gynigion Llywodraeth Cymru ar gyfer y wefan, ewch i'n gwefan www.inlandborderfacilities.uk

Gallwch hefyd ddarparu sylwadau trwy lenwi'r ffurflen adborth amgaeedig a'i phostio i: Freepost Inland Border Facilities

Bydd sylwadau a dderbynnir yn ystod y cyfnod ymgysylltu â'r gymuned yn cael eu cynnwys yn ein dogfennau cyflwyno cynllunio. Gellir darparu adborth o ddydd Mercher 24 Mawrth 2021 tan hanner nos **ddydd Mawrth 13 Ebrill 2021**.

Bydd y wefan yn cael ei diweddarau'n rheolaidd i roi cynnydd y cynllun i chi.

Yn gywir,

Rhaglen Seilwaith Ffiniau
Llywodraeth Cymru

Rydym yn croesawu derbyn gohebiaeth yn Gymraeg. Byddwn yn ateb gohebiaeth a dderbynnir yn Gymraeg yn Gymraeg ac ni fydd gohebu yn Gymraeg yn arwain at oedi.

Rydym yn croesawu derbyn gohebiaeth yn Gymraeg. Bydd unrhyw ohebiaeth a dderbynnir yn Gymraeg yn cael ei ateb yn Gymraeg ac ni fydd gohebu yn Gymraeg yn arwain at oedi cyn ymateb.



Llywodraeth Cymru
Welsh Government

**PWYSIG – GALLAI'R OHEBIAETH HON GAEL
EFFAI TH AR EICH EIDDO.**

**IMPORTANT – THIS CORRESPONDENCE
COULD AFFECT YOUR PROPERTY.**

DEDDF CYNLLUNI O GWLAD A THREF 1990 O
DAN ADRAN 59(3). HYSBYSIAD AM
ORCHYMYN DATBLYGU ARBENNI G AR GYFER
CANIATÂD CYNLLUNI O

TOWN AND COUNTRY PLANNING ACT 1990
UNDER SECTION 59(3). NOTICE OF SPECIAL
DEVELOPMENT ORDER FOR PLANNING
PERMISSION

Enw'r cais: **Parc Cybi, Safle Rheoli Ffin Caergybi**

Application Name: **Parc Cybi, Holyhead Border
Control Post**

Mae Llywodraeth Cymru yn hysbysu bod ADRAN
YR AMGYLCHEDD, YNNI A MATERION
GWLEDI G yn gwneud cais i'r ADRAN TAI A
LLYWODRAETH LEOL am ganiatâd cynllunio i

The Welsh Government gives notice that THE
DEPARTMENT FOR ENVIRONMENT, ENERGY &
RURAL AFFAIRS is applying to the
DEPARTMENT FOR HOUSING & LOCAL
GOVERNMENT for planning permission to

DDATBLYGU'R SAFLE RHEOLI FFIN ARFAETHEDIG
YM MHLOT 9, PARC CYBI, CAERGYBI, YNYS MÔN

DEVELOP THE PROPOSED BORDER CONTROL POST
LAND AT PLOT 9, PARC CYBI, HOLYHEAD, YNYS MÔN

Caiff aelodau'r cyhoedd weld y cynigion ar wefan
y datblygiad yn www.inlandborderfacilities.uk

Members of the public may view the proposals via
the development's website
at www.inlandborderfacilities.uk

*Ni fydd sylwadau a dderbynnir yn cael eu
rhoi'n awtomatig ar ffeil sydd ar gael i'r
cyhoedd; fodd bynnag, byddant yn rhan o'r
adroddiad ymgysylltu â rhanddeiliaid i
lywio'r broses gynllunio. Mae hyn yn golygu
y gall unrhyw un eu gweld. Bydd
Llywodraeth Cymru yn golygu gwybodaeth
(dileu) sy'n gysylltiedig â chi (lle bo modd),
ond dylech fod yn ymwybodol mai eich
cyfrifoldeb chi yw peidio â chynnwys
gwybodaeth amdanoch chi neu unigolion
eraill na fydddech am i'r cyhoedd ei gweld.*

*Comments received will be not automatically
be placed on a publicly available file;
however, will form part of the stakeholder
engagement report to inform the planning
process. This means that anybody may be
able to view it. The Welsh Government will
redact (blank out) information which is
about you (where possible), but you should
be aware that it is your responsibility to be
careful not to include information about you
or other individuals which you would not
want to be seen by the general public.*

Dylai unrhyw un sydd am gyflwyno
sylwadau/tystiolaeth ynghylch y cais hwn wneud
hynny drwy'r ffurflen adborth yn
www.inlandborderfacilities.uk

Anyone who wishes to submit
submissions/evidence about this application
should do so via the feedback form provided at
www.inlandborderfacilities.uk

Erbyn: hanner nos, 00:00, ar ddydd Mawrth
13 Ebrill 2021

By: midnight, 00:00hrs, on Tuesday 13 April
2021

Inland Border Facilities

Parc Cybi, Holyhead Border Control Post



Home

Ashford – Sevington Inland Border Facility

Ashford – Waterbrook Inland Border Facility

Birmingham Airport Inland Border Facility

Ebbwfleet Inland Border Facility

Manston Airport Inland Border Facility

North Weald Inland Border Facility

Warrington Inland Border Facility

White Cliffs Inland Border Facility

Parc Cybi, Holyhead Border Control Post

Parc Cybi, Safle Rheoli Ffiniau Caergybi

Overview

This page provides an opportunity for interested individuals and organisations to view information about the Welsh Government's proposals for the Parc Cybi Border Control Post.

The proposals see the site being used as a location to inspect goods such as animals, plants and products of animal origin entering Wales via the Port of Holyhead. These checks are the responsibility of the Welsh Government. The site would include parking areas for HGVs and other vehicles as well as security measures and facilities to enable the checking of vehicles and goods entering and exiting the site.

We invited you to comment on the proposals during the 21-day period of public consultation which ran from Wednesday 24 March 2021 until midnight on Tuesday 13 April 2021.

The views of individuals and organisations will be recorded in a stakeholder engagement report to inform and be taken account of in the planning process.

Contact Us

If you have a query about the proposal, please contact us using the email below:

BorderInfrastructureProgramme@gov.wales

Community Updates

09/06/2021

The Department is currently working through all feedback received from the community and undertaking relevant surveys at the site. We are continuing to work with key stakeholders to develop our design, ahead of submitting any planning application to Welsh Ministers for review.



Site location map

Border Control Post Location

The border control post would be located on land at Parc Cybi, Holyhead. The site lies to the south-east of the Roadking Truckstop off the existing service road used by a number of HGVs. The site provides convenient transport links with nearby access to/from the Port of Holyhead and the A55 linking with mainland Wales.

Site Information Materials

An information booklet containing additional information about the proposals was sent to residents on 24 March. This booklet can be downloaded [here](#)

A letter outlining Welsh Government's plans for a Border Control Post was sent to residents on 24 March. This letter can be downloaded [here](#)

Inland Border Facilities

Home

Ashford – Sevington Inland Border Facility

Ashford – Waterbrook Inland Border Facility

Birmingham Airport Inland Border Facility

Ebbsfleet Inland Border Facility

Manston Airport Inland Border Facility

North Weald Inland Border Facility

Warrington Inland Border Facility

White Cliffs Inland Border Facility

Parc Cybi, Holyhead Border Control Post

Parc Cybi, Safle Rheoli Ffiniau Caergybi

Parc Cybi, Safle Rheoli Ffiniau Caergybi



Trosolwg

Mae'r dudalen hon yn rhoi cyfle i unigolion a sefydliadau sydd â diddordeb weld gwybodaeth am gynigion Llywodraeth Cymru ar gyfer Safle Rheoli Ffiniau Parc Cybi.

Mae'r cynigion yn gweld y safle'n cael ei ddefnyddio fel lleoliad i archwilio nwyddau fel anifeiliaid a chynhyrchion yn deillio o anifeiliaid yn dod i mewn i Gymru trwy Borthladd Caergybi. Cyfrifoldeb Llywodraeth Cymru yw'r gwiriadau hyn. Byddai'r safle yn cynnwys ardaloedd parcio ar gyfer Cerbydau Nwyddau Trwm a cherbydau eraill yn ogystal â mesurau a chyfleusterau diogelwch i alluogi gwirio'r cerbydau a nwyddau sy'n gadael y safle.

Wnaethon ni eich gwahodd i wneud sylwadau ar y cynigion yn ystod cyfnod o ymgynghoriad cyhoeddus o 21 diwrnod oedd yn rhedeg o ddydd Mercher 24 Mawrth 2021 hyd at hanner nos ar ddydd Mawrth 13 Ebrill 2021.

Bydd barn unigolion a sefydliadau yn cael eu cofnodi mewn adroddiad ymgysylltu â rhanddeiliaid i lywio a chael eu hystyried yn y broses gynllunio.

Cysylltwch â ni

Os oes ymholiad gennych chi am y cynnig, cysylltwch â ni gan ddefnyddio'r e-bost isod: BorderInfrastructureProgramme@gov.wales

Diweddariadau Cymunedol

09/06/2021

Ar hyn o bryd mae'r Adran yn ystyried yr holl adborth rydym wedi'i dderbyn oddi wrth aelodau'r gymuned ac rydym yn cynnal arolygon perthnasol ar y safle. Rydym hefyd yn parhau i gydweithio â rhanddeiliaid allweddol er mwyn datblygu ein dyluniad, a hynny cyn i unrhyw gais cynllunio gael ei gyflwyno i Weinidogion Cymru i'w adolygu.



Map lleoliad y safle

Lleoliad Safle Rheoli Ffiniau

Byddai'r safle rheoli ffiniau wedi'i leoli ar dir ym Mharc Cybi, Caergybi. Mae'r safle i'r de-ddwyrain o'r Roadking Truckstop oddi ar y ffordd wasanaeth bresennol a ddefnyddir gan nifer o Gerbydau Nwyddau Trwm. Mae'r safle'n darparu cysylltiadau trafnidiaeth cyfleus gyda mynediad cyfagos yn ôl ac ymlaen o Borthladd Caergybi a'r A55 yn cysylltu â thir mawr Cymru.

Deunyddiau Gwybodaeth Safle

Cafodd llyfryn gwybodaeth yn cynnwys gwybodaeth ychwanegol ynglŷn â'r cynigion ei anfon at drigolion ar 24ain Mawrth. Mae'r llyfryn hwn yn gallu cael ei lawrlwytho [yma](#)

Cafodd llythyr yn amlinellu cynlluniau Llywodraeth Cymru ar gyfer Safle Rheoli Ffiniau ei anfon at breswylwyr ar 24Mawrth. Cellir lawrlwytho'r llythyr hwn [yma](#)

**Atodiad F. Enghreifftiau o'r Deunyddiau
Ymgynghori a Ddarparwyd i Ymgynghoreion
Technegol**

Email subject line: Notice of formal consultation period for Welsh Government plans for a border control post at Plot 9, Parc Cybi, Holyhead

Dear [Salutation and name],

I write to advise that the Welsh Government is progressing plans for the use of land it owns at Parc Cybi, known as Plot 9, Holyhead as a border control post (BCP). The site would be used to carry out inspections required on goods such as animals, plants and products of animal origin entering Wales from the Republic of Ireland as part of the UK's exit from the EU. These checks are the responsibility of the Welsh Government. There is currently insufficient space within the port to process the future checks required.

The site would be used as a location to inspect goods arriving into the UK via the Port of Holyhead. It would include parking areas for HGVs and other vehicles as well as security measures and facilities to enable the checking of vehicles and goods entering and exiting the site.

The Welsh Government's proposed use of the site would require approval, which it is seeking under the requirements of a Special Development Order (SDO) under section 59(3) of the Town and Country Planning Act 1990. The Welsh Government has reviewed the options for use of the site and based on current planning, expect to seek permanent use of the site under the SDO. The SDO would provide a permanent consent for a border control post, setting out the development parameters of both the construction and operational stage of the facility.

As you will be aware, we have been engaging with you on behalf of the Welsh Government to seek your views, and this has helped to inform and shape the developing proposals.

The Welsh Government is now seeking written representations from your organisation to assist in developing our proposals. We would ask that you consider the proposals for the Parc Cybi Border Control Post in your written responses and identify any issues. All written responses will be summarised within an engagement report to accompany the submission of site-specific proposals to Welsh Ministers.

In the coming weeks we will continue to consult your organisation, before providing any updates or additional information that your organisation may need to respond. When we provide any final update/pack of information, we will write to you confirming the date for which the consultation window will close. This date will be exactly 21 days from issue of notice.

Written representations should be made in the format of either an A4 PDF attachment using organisational letterhead, or by email in a portrait format. The representation should be provided by way of email to the Welsh Government BCP sites Stakeholder Engagement Team, at ibf@mottmac.com

We will continue to work collaboratively with you during this period should you require any support and address any outstanding queries.

Any queries should be referred to

[REDACTED]

[REDACTED]

Email subject line: Update - Formal engagement period for Welsh Government plans for a border control post at Plot 9, Parc Cybi, Holyhead

Dear [Salutation and name],

Private & Confidential: Update - Formal engagement period for Welsh Government plans for a border control post at Plot 9, Parc Cybi, Holyhead

We recently wrote to your organisation stating that we would be providing further information to seek representations from your organisation to assist in developing our proposals.

We are now in a position to share with you a snapshot of the current concept design of the site and the parameters to which any future design will have to adhere to, known as a consenting envelope. We have also been undertaking relevant technical assessments associated with the development of this site.

The Welsh Government's proposed use of the site would require approval, which it is seeking under the requirements of a Special Development Order (SDO) under section 59(3) of the Town and Country Planning Act 1990. The Welsh Government has reviewed the options for use of the site and based on current planning, expect to seek permanent use of the site under the SDO. The SDO would provide a permanent consent for a border control post, setting out the development parameters of both the construction and operational stage of the facility.

Consenting envelope

The attached Consenting envelope is part of the evidence base required to support subsequent stages and an eventual Special Development Order (SDO) submission. It will provide the framework for development for an SDO application and sets the **maximum parameters and limitations** for which development can occur.

This information has been used to inform a consenting envelope and a basis from which an initial environmental assessment has taken place, detailing the proposed limits and constraints of any future application. The environmental assessment will evidence that the proposed development will not trigger Environmental Impact Assessment and does not result in significant environmental effects and constitute 'Schedule 1' or 'Schedule 2' development as defined in regulation 2(1) of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017.

Current Site Design

The attached General Arrangement drawing shows our current intentions for site design, whilst the consenting envelope shows the parameters to which any altered design must work within. Whilst this site design has evolved over the months, it could still change following further technical stakeholder feedback and input from future site constructors and operators.

What happens next?

Whilst working towards a tight timeframe associated with the use of a Special Development Order (SDO), we are keen to discuss with you the findings of our technical assessments, ahead of any formal comments on our proposal that your organisation chooses to provide.

To enable this, we are looking at hosting workshops on **w/c June 7** to review the consenting envelope and current site design, plus present the findings of the technical assessments undertaken. Please can you let me know when you are free during this week?

The workshops will enable you to provide your views on the assessment methodology and its findings, which will be noted down. Following the workshop, we shall send you notes of the meeting.

Your formal response to our proposals

The Welsh Government is now seeking written representations from your organisation to assist in developing our proposals and ask that you provide any feedback by **COP Tuesday 22 June**. We would ask that you consider the proposals for the Parc Cybi Border Control Post in your written responses and identify any issues.

All written responses will be summarised within an engagement report to accompany the submission of site-specific proposals to Welsh Ministers.

Written representations should be made in the format of either an A4 PDF attachment using organisational letterhead, or by email. The representation should be provided by way of email to the Welsh Government BCP sites Stakeholder Engagement Team, at ibf@mottmac.com

We will continue to work collaboratively with you during this period should you require any support and address any outstanding queries.

Any queries should be referred to [REDACTED]

Atodiad G. Crynodeb o'r Broses Ddylunio

Mae proses dylunio ac asesu drylwyr wedi'i chynnal er mwyn nodi cynllun arfaethedig y cyfleuster rheoli ffiniau sydd, yn ei thro, wedi llywio cynllun Amlen Gydsynio'r Gorchymyn Datblygu Arbennig arfaethedig (BCP21-006-05-00) a Thaenlen Cyfyngiadau arfaethedig y Gorchymyn Datblygu Arbennig (BCP21-006-04-00). Mae'r broses wedi cynnwys nifer o gyfarfodydd ymgysylltu â rhanddeiliaid technegol, er mwyn i arbenigwyr o'r sector trafniadaeth, y sector amgylcheddol a gweithrediadau ac ystod o ddisgyblaethau peiranyddol gyflwyno sylwadau ar y dyluniad wrth iddo ddatblygu. Mae hyn wedi bod yn hanfodol i sicrhau bod arbedion effeithlonrwydd gweithredol, mesurau lliniaru amgylcheddol ac amrywiaeth o benderfyniadau cynllunio eraill wedi lleihau effaith y datblygiad ar yr ardal leol, wedi'u hymgorffori yng nghynllun Amlen Gydsynio'r Gorchymyn Datblygu Arbennig. Bydd y Gorchymyn Datblygu Arbennig yn rhoi caniatâd ar gyfer yr amlen. Mae'r amlen hon yn cael ei llywio gan y dyluniad manwl presennol. Fodd bynnag, mae'r dyluniad manwl yn dal i fod yn destun gweithgarwch ymgysylltu parhaus â rhanddeiliaid.

Mae dyluniad yr adeiladau arfaethedig a'r defnydd a wneir ohonynt wedi'u datblygu yn seiliedig ar ddealltwriaeth o ddata mewnfario pwysig a phroses barhaus o fireinio gofynion y cyfleuster. O ran prosesu anifeiliaid, nododd dadansoddiad o ddogfennaeth fanifest y fferi fod 50% o'r ceffylau a gludir mewn fan geffylau sengl neu ddwbl. Felly, penderfynwyd y dylai'r dyluniad manwl gynnwys cyfleuster gyrru drwedd dwy lôn sydd wedi'i ddatblygu er mwyn gwella effeithlonrwydd cyffredinol drwy leihau'r amser a gymerir i gynnal archwiliadau. Mae'r adeiladau eraill ar y safle wedi'u dylunio mewn ymgynghoriad â'r Asiantaeth Iechyd Anifeiliaid a Phlanhigion (APHA) er mwyn sicrhau y gellir dynodi'r safle yn Safle Rheoli Ffiniau ar ôl iddo gael ei gwblhau.

O ran y cynllun, mae nodweddion tirwedd wedi'u nodi yn ystod y broses ddylunio fel ffactor allweddol wrth ddatblygu'r safle mewn modd sensitif. Mae cynllun Amlen Gydsynio'r Gorchymyn Datblygu Arbennig (BCP21-006-05-00) yn crynhoi gweithrediadau yn yr ardal ganolog, 'yr ardal ddatblygadwy', sy'n lleihau lleiniau caled dros ben ac yn cynyddu i'r eithaf ar yr ardal y gellir ei neilltuo ar gyfer gwaith sgrinio tirlunio a'r system ddraenio drefol gynaliadwy (SuDs). Ar hyn o bryd, mae gan y safle system ddraenio gynaliadwy a sefydlwyd fel rhan o'r defnydd a wneir ohono fel cyfleuster stacio dros dro. Fodd bynnag, penderfynwyd fod y pant a osodwyd wedi'i orbeiriannu. Mae gweithgarwch ymgysylltu â'r Awdurdod Lleol a Dŵr Cymru wedi dylanwadu ar y dyluniad diwygiedig, a fydd yn amodol ar gymeradwyaeth y corff cymeradwyo systemau draenio gynaliadwy perthnasol. Mae'r Ardal Ddatblygadwy wedi'i lleihau i ôl troed sydd mor fach â phosibl er mwyn cynyddu i'r eithaf ar y lle sydd ar gael ar gyfer gwaith tirlunio meddal gan ddarparu lle, ar yr un pryd, ar gyfer Safle Rheoli Ffiniau dichonadwy. At hynny, mae'r defnydd o opsiynau amgen yn lle lleiniau caled wedi'i integreiddio yn y dyluniad cymaint â phosibl; Ar hyn o bryd, cynigir glaswellt atgyfnerthedig athraidd ar gyfer y fynedfa frys ac ardal y system ddraenio gynaliadwy. Mae terfyn (yn Nhaenlen Cyfyngiadau'r Gorchymyn Datblygu Arbennig (BCP21-006-04-00)) hefyd wedi'i gynnig er mwyn sicrhau y cedwir at bob nodwedd lain galed (megis ffyrdd, adeiladau, lleoedd parcio) yn yr Ardal Ddatblygadwy. Daeth asesiadau a gynhaliwyd gan weithwyr tirlunio proffesiynol i'r casgliad y byddai angen llain glustogi dirlunio 10m o led o leiaf, er mwyn lleihau'r effaith weledol ar drigolion, i'r de-orllewin o'r Cynllun. O ganlyniad i'r gwaith asesu hwn, cynigir terfyn yn Nhaenlen Cyfyngiadau'r Gorchymyn Datblygu Arbennig (BCP21-006-04-00) sy'n adlewyrchu hyn. At hynny, bydd y llain glustogi dirlunio yn gwella bioamrywiaeth ac yn darparu ar gyfer cynnal coridor tywyll i adar ac ystumod.

Mae'r cynllun wedi'i ddatblygu er mwyn sicrhau bod y safle yn ddiogel, yn effeithlon ac yn hawdd ei ddarllen i bob defnyddiwr. Eir i mewn ac allan o'r safle drwy'r fynedfa bresennol i Barc Cybi. Bydd gan yrwyr cerbydau nwyddau trwm lwybr cylchol clir o amgylch terfyn allanol y safle a chânt eu cyfeirio gan fannau rheoli â marsialiaid wedi'u lleoli'n strategol. Caiff staff ac ymwelwyr sy'n cyrraedd mewn car, ar feic neu ar droed eu gwahanu ar unwaith oddi wrth lwybr cylchdroi'r lorïau. Bydd y maes parcio arfaethedig i'r staff wedi'i leoli yng nghanol y safle er mwyn rhoi mynediad uniongyrchol i bob adeilad ar y safle. Mae llwybr cylchdroi mewnol i'r staff wedi'i ddatblygu er mwyn sicrhau nad oes unrhyw fan croesi â cherbydau nwyddau trwm na symudiadau gweithrediadau eraill. Mae ffordd fynediad feingefn i'r de o'r adeiladau archwilio, sy'n ymestyn o'r dwyrain i'r gorllewin, yn cysylltu pob cyfleuster yn ddiogel. Mae angen mynedfa frys, ar wahân i'r brif fynedfa, oherwydd rheoliadau diogelwch tân. Cynigir y dylid datblygu'r fynedfa hon gan ddefnyddio glaswellt atgyfnerthedig neu ddeunydd tebyg er mwyn lleihau effaith rhagor o ddeunydd llain galed ar y safle. Ar hyn o bryd, mae'r dyluniad yn cynnig y dylid lleoli lonydd dal cyfochrog ("lonydd nofio") yng nghornel dde-orllewinol yr ardal ddatblygadwy,

sydd wedi darparu lle er mwyn cynnwys llain glustogi dirluniol ar ymyl y datblygiad. Er mwyn lleihau effeithiau sŵn posibl cerbydau a fydd yn defnyddio'r lonydd nofio hyn, caiff ffens wedi'i dylunio i leihau effeithiau sŵn ei chodi ar hyd ymyl y ffordd, hyd at 5m o uchder, fel y nodir yng nghanlyniadau'r asesiad o sŵn a gynhaliwyd ym mis Gorffennaf 2021.

Nodwyd bod lleihau effaith adeiladau ar safleoedd cyfagos yn faen prawf dylunio allweddol cynnar, yn arbennig oherwydd Siambr Gladdu Trefnath i'r dwyrain, yr ardal breswyl i'r de-orllewin a lleoliad y safle mewn AHNE. Roedd lleoliad Siambr Gladdu Trefnath a golygfannau i'r safle yn ystyriaeth allweddol wrth benderfynu ar leoliad ac uchder yr adeiladau.

Er mwyn lleihau effeithiau amgylcheddol, mae Taenlen Cyfyngiadau'r Gorchymyn Datblygu Arbennig (BCP21-006-04-00) yn cynnig terfynau ar uchder adeiladau ledled yr ardal ddatblygadwy fel y'u dangosir ar gynllun Amlen Gydsynio'r Gorchymyn Datblygu Arbennig (BCP21-006-05-00) ac mae'r cynllun wedi'i asesu i weld a fydd adeiladu a gweithredu'r Safle Rheoli Ffiniau o fewn y terfynau hyn yn cael unrhyw effeithiau amgylcheddol sylweddol (gweler yr Adroddiad ar yr Amgylchedd (BCP21-002-00-00)). Mae dyluniad adeiladau wedi'i ddatblygu fel y gellir ei gylchfaeo er mwyn sicrhau bod adeiladau mor isel ag y bo'n ymarferol, gyda chynllun yr adeiladau yn cael ei optimeiddio er mwyn cyfyngu ar adeiladau a'r seilwaith mewn ardaloedd allweddol a'u lleihau (yn enwedig yn y gornel ogledd-ddwyrain oherwydd yr effaith ar dreftadaeth). Mae'r cyfleuster archwilio ceffylau yn cynnwys tri adeilad gwahanol sydd gryn dipyn yn is na'r cyfleusterau archwilio eraill. O ganlyniad, bydd y rhain wedi'u lleoli yn nwyrain y safle er mwyn lleihau'r effaith ar safle'r siambr gladdu. Yn dilyn trafodaethau rhanddeiliaid allweddol, cwblhawyd Asesiad o Liwiau Amgylcheddol. Mae'r asesiad hwn yn darparu palet o liwiau y bydd pob adeilad a nodwedd adeiledig yn cydymffurfio ag ef (drwy'r terfyn arfaethedig yn Nhaenlen Cyfyngiadau'r Gorchymyn Datblygu Arbennig (BCP21-006-04-00)), a fydd yn sicrhau bod yn y safle yn integreiddio yn y dirwedd cymaint â phosibl. O ran hyblygrwydd yn y dyfodol, mae'r strwythur ar gyfer adeiladau archwilio yn ffrâm borth ddur safonol a fyddai'n darparu ar gyfer eu haddasu i greu cyfleusterau eraill petai angen.

