

**THE WELSH MINISTERS (THE NEATH TO ABERGAVENNY TRUNK ROAD (A465) (ABERGAVENNY TO HIRWAUN DUALLING AND SLIP ROADS) AND EAST OF ABERCYNON TO EAST OF DOWLAIS TRUNK ROAD (A4060) AND CARDIFF TO GLAN CONWY TRUNK ROAD (A470) (CONNECTING ROADS) (DOWLAIS TOP TO HIRWAUN)) (SUPPLEMENTARY) COMPULSORY PURCHASE ORDER 201-**

**STATEMENT OF REASONS**

**1. INTRODUCTION**

The Welsh Ministers, as the relevant highway authority, are responsible for all trunk roads in Wales. The A465 is an important part of the Welsh Government (WG) strategic road network and it serves as the major east/west route linking the industrial centres of the midlands and South Wales as well as providing an alternative route to the M4.

The Welsh Ministers published draft proposals on 13<sup>th</sup> July 2017 and 3<sup>rd</sup> August 2017. The published proposals for the A465 Dowlais Top to Hirwaun Dualling project (referred to as the “Scheme”) comprise:

- a) The draft Amendment (Line) Order provides for the construction of new lengths of Trunk Road, slip roads, connecting roads and the de-trunking of existing lengths of Trunk Road.
- b) The draft Side Roads Order (SRO), to stop up lengths of superseded trunk road and to stop up, improve, create or alter other roads, footpaths, cycle tracks, bridleways and private accesses.
- c) The draft Compulsory Purchase Order (CPO), to provide for the acquisition of the land and rights required for the construction and maintenance of the Scheme.

An Environmental Statement and a Statement to Inform an Appropriate Assessment of the potential likely effects of the Scheme was prepared in association with the above draft Orders and were published on 13<sup>th</sup> July 2017.

Following further Scheme development, draft Supplementary Orders are needed to address the following:

- a) Realignment of a proposed private means of access serving the Tower Regeneration Site, Hirwaun and associated amendment to the route of a coexistent public right of way.
- b) Modification to an attenuation pond on the Tower Regeneration Site, Hirwaun, associated amendment to a proposed public right of way and creation of a private vehicular access to serve Hirwaun Welfare Ground.
- c) Widening of the proposed structure to carry the private vehicular access serving Mynydd Bwlfa Windfarm and diverted public rights of way.
- d) Introduction of additional field gates serving farmland south of Trewaun Roundabout.
- e) Relocation and categorisation of the proposed Non-Motorised User (NMU) bridge crossing the Vale of Neath Railway to a pedestrian footbridge located between the existing stone arch bridge carrying Swansea Road and the bridge carrying the A465 and associated reconfiguration of NMU provision through the proposed Croesbychan Junction.
- f) Replacement of the proposed roundabout serving Swansea Road and Keeper’s Lane, Croesbychan with a simple T junction.
- g) Reconfiguration of Keepers Lane and private vehicular access serving the property known as Court Lodge, Croesbychan.

- h) Reconfiguration of the private vehicular access serving the property known as Gellitarw Farm, Croesbychan, modification to an attenuation pond and introduction of an additional field gate onto the property.
- i) Reduction of land to be acquired for Title Mitigation adjacent to the property known as Lynwood, Croesbychan.
- j) Widening of the proposed private road and associated underpass serving Nant Moel Reservoir, surrounding properties and farm holdings to provide segregated NMU provision through and immediately west of the structure.
- k) Change of land to be acquired permanently from the site known as The Former Meals on Wheels Site, Cefn Coed to land to be acquired temporarily during construction to facilitate access to the rear of the site.
- l) Reduction of land to be acquired from the property known as Tynycoed, Cefn Coed avoiding the need to demolish the single storey part of the property.
- m) Relocation of an attenuation pond from the eastern side to the western side of the property known as Kimberly Bungalow, Pant, removal of associated outfall easement and its impact on the property and the addition of a new private vehicular access serving the attenuation pond and the property known as Dan-y-Castell Farm, Pant.
- n) Relocation of a proposed field access serving a severed parcel of land forming part of the property known as Dan-y-Castell Farm, Pant.
- o) Realignment of the proposed road linking Prince of Wales Hospital Junction with Brynau Road in a southerly direction and associated amendment to Pontsarn Road adjacent to the property known as Kimberley Bungalow.
- p) Reduction of land to be temporarily acquired from the business known as Rabart Decorators Merchants, Pant Industrial Estate.

The Welsh Ministers' draft Supplementary Compulsory Purchase Order (CPO) now published would authorise the purchase of additional land and the new rights over land to make provision for the proposed changes to the Scheme.

A supplement to the Environmental Statement for the scheme has been prepared in association with the above changes and is available for inspection. A Supplementary Side Roads Order is also being published.

## **2. THE DRAFT COMPULSORY PURCHASE ORDER AND THE DRAFT SUPPLEMENTARY COMPULSORY PURCHASE ORDER**

The full title of the draft Compulsory Purchase Order published under the Highways Act 1980 and the Acquisition of Land Act 1981 on 3<sup>rd</sup> August 2017 is as follows:

**THE WELSH MINISTERS (THE NEATH TO ABERGAVENNY TRUNK ROAD (A465) (ABERGAVENNY TO HIRWAUN DUALLING AND SLIP ROADS) AND EAST OF ABERCYNON TO EAST OF DOWLAIS TRUNK ROAD (A4060) AND CARDIFF TO GLAN CONWY TRUNK ROAD (A470) (CONNECTING ROADS) (DOWLAIS TOP TO HIRWAUN)) COMPULSORY PURCHASE ORDER 201-**

The full title of the draft Supplementary Compulsory Purchase Order now published by The Welsh Ministers under the Highways Act 1980 and the Acquisition of Land Act 1981 is as follows:

**THE WELSH MINISTERS (THE NEATH TO ABERGAVENNY TRUNK ROAD (A465) (ABERGAVENNY TO HIRWAUN DUALLING AND SLIP ROADS) AND EAST OF ABERCYNON TO EAST OF DOWLAIS TRUNK ROAD (A4060) AND CARDIFF TO GLAN CONWY TRUNK ROAD (A470) (CONNECTING ROADS)**

## **(DOWLAIS TOP TO HIRWAUN)) (SUPPLEMENTARY) COMPULSORY PURCHASE ORDER 201-**

The provisions within the draft Compulsory Purchase Order and the Supplementary CPO taken together, if made would authorise, The Welsh Ministers under sections 239, 240, 250 and 260 of the Highways Act 1980 and under section 2 of, and paragraph 1(1)(b), (3) and (4) of Part 1 of Schedule 2 to the Acquisition of Land Act 1981, and all other enabling powers (3), to purchase compulsorily that land and the new rights over land described in the above draft Orders for the Scheme.

### **3. BACKGROUND TO THE PROJECT**

The Background to the Project is given in the Statement of Reasons for the CPO, as published in draft on the 3<sup>rd</sup> August 2017.

### **4. EXISTING CONDITIONS**

A description of the existing conditions is given in the Statement of Reasons for the CPO as published in draft on the 3<sup>rd</sup> August 2017.

### **5. CONSULTATIONS**

A summary of consultations leading up to the publication of the draft Orders was outlined in the Statement of Reasons for the CPO as published on the 3<sup>rd</sup> August 2017. Since the publication of the draft Orders there has been further engagement with stakeholders and interested parties.

The public have been engaged on the proposals during a series of Statutory Orders Exhibitions during August 2017, supported by media including newspaper advertising and the Scheme website.

The Local Planning Authorities, land owners and relevant stakeholders have been consulted during the Statutory Orders Exhibitions in August 2017, and since then during development of the proposals that relate to the draft Supplementary CPO through meetings and correspondence.

A Public Local Inquiry into the proposed Scheme is scheduled for the 27<sup>th</sup> of April. The draft Supplementary Orders and modifications will be presented to the Inspector and considered as part of the Inquiry.

### **6. SCHEME OBJECTIVES**

The objectives of the proposed Scheme are given in the Statement of Reasons for the CPO as published in draft on the 3<sup>rd</sup> August 2017.

### **7. THE PROPOSED SCHEME**

A description of the proposed Scheme was outlined in the Statement of Reasons for the CPO as published on the 3<sup>rd</sup> August 2017.

A description of proposals contained within the draft Supplementary CPO is given in section 7 of this Statement of Reasons.

### **7. DESCRIPTION OF ADDITIONS AND MODIFICATIONS CONTAINED IN THE DRAFT SUPPLEMENTARY CPO AND SHOWN ON THE DEPOSITED MAP**

Following the publication of the draft Orders in July and August 2017, modifications have been identified and it has been decided to revise the proposals accordingly.

- a) Following a landowner request, the line of the private vehicular access linking Hirwaun Junction with Tower Road has been realigned to follow a southerly direction to meet Tower Road approximately 170 metres south west of the point shown in the published proposal. The diverted public right of way that was coexistent with the vehicular private means of access has been relocated also.
- b) Following a landowner request, the size and position of the attenuation pond located between Tower Road and Hirwaun Welfare Ground has been further assessed. This work resulted in a reduction of land required for the pond and the reconfiguration of a proposed public right of way diversion to run adjacent to the reconfigured pond. In addition, it is proposed to create a private vehicular access serving the Hirwaun Welfare Ground from Tower Road to address access and safety issues associated with the flooding of the underpass serving the Hirwaun Welfare Ground from Caswell Close, Hirwaun.
- c) Following objections, on safety grounds, to the width of the proposed bridge carrying the private vehicular access that serves Mynydd Bwlfa Windfarm and surrounding farm land, it is proposed to widen the bridge to facilitate two-way traffic flow. As a result of this increase in provision an operational safety review recommends the segregation of the public right of way that crosses the bridge.
- d) Following landowner requests, additional field accesses are proposed to replace those lost by the stopping up of the private vehicular access serving the properties known as Lyndhurst and Waungron. The field gates will lead off the southern arm of the proposed Trewaun Roundabout that serves the property known as Waungron.
- e) Following objection, on security grounds, to the position of the proposed bridge carrying NMU over the Vale of Neath Railway, it is proposed to relocate the bridge in a south easterly direction to a position between the existing stone arch bridge carrying Swansea Road and the bridge carrying the A465 over the Vale of Neath Railway. A review of the operational safety of this proposal has concluded that the bridge should be reclassified to be a footpath only with cyclists and equestrians continuing to use Swansea Road as at present.
- f) Following objection, an exercise has been undertaken to review the configuration of the junctions proposed in the Croesbychan area. As a result of this work it is proposed to replace the roundabout, proposed to serve Swansea Road and Keepers Lane, Croesbychan, with a simple T junction. As a result of an operational safety review of this proposal it is proposed to extend the 30mph zone from its current location west of the stone arch bridge carrying Swansea Road to a position on the unnamed road serving Llywdcoed Crematorium east of the proposed junction adjacent to the property known as Gellitarw Farm, Croesbychan.
- g) Following objection, an exercise has been undertaken to review the alignment of the private vehicular access serving the property known Court Lodge, Croesbychan. This works resulted in the retention of the access on its existing line.
- h) Following landowner request, the proposed private vehicular access serving the property known as Gellitarw Farm, Croesbychan to provide an access more in keeping with the rural nature of the property. Additional amendments associated with this include the reconfiguration of an attenuation pond and replacement of a field access impacted by the Scheme.

- i) Following objection, an exercise has been undertaken to assess the extent of land required to mitigate the loss of ancient woodland in the vicinity of Croesbychan. As a result of this exercise it is proposed to remove the parcel of land adjacent to the property known as Lynwood, Croesbychan (CPO Ref 4/13) from the orders.
- j) Following requests from users of the private vehicular access serving Nant Moel Reservoir and surrounding properties an exercise has been undertaken to investigate the provision of a segregated NMU facility through the structure. As a result of this work it is proposed to widen the structure in a westerly direction to accommodate the segregated NMU facility in addition to it continuing on the western side of the structure as the road rises from the proposed cutting to meet the existing level of the private vehicular access.
- k) Following objection, an exercise has been undertaken to investigate construction techniques with an aim of reducing the extent of land to be acquired from the site known as The Former Meals on Wheels Site, Cefn Coed and reduce impact on the private vehicular access serving parking to the rear of the property. As a result of this work it is proposed to construct a retaining wall from the proposed High Street Bridge, Cefn Coed in a southerly direction. This would enable the private vehicular access to be reinstated once the wall is constructed, but it will remain necessary to temporarily stop up this access during construction.
- l) Following objection, an exercise has been undertaken to investigate construction techniques with an aim of reducing the extent of land to be acquired from the property known as Tyncoed, Cefn Coed. As a result of this work it is proposed to reduce the area of land required temporarily to undertake construction activities and in so doing avoid the need to demolish the single story part of the property.
- m) Following objection, an exercise has been undertaken to investigate alternative locations for a proposed attenuation pond on land adjacent to the property known as Kimberley Bungalow, Pant. As a result of this work it is proposed to relocate the pond in a westerly direction, avoiding the need for an outfall easement to run through the garden of the property known as Kimberley Bungalow and create a private vehicular access to the pond and the property known as Dan-y-Castell Farm, Pant.
- n) Following objection, an exercise has been undertaken to identify alternative accesses to a parcel of land severed from the main holding known as Dan-y-Castell Farm, Pant. As a result of this work it is proposed to relocate the field access from the published location north east of the business premises known as D Hughes Industrial Roller Doors Ltd to a position south west of the premises.
- o) Following objection, an exercise has been undertaken to reduce the impact of the scheme on the property known as Kimberley Bungalow, Pant. As a result of this work it is proposed to realign the proposed road linking Prince of Wales Hospital Junction with Brynau Road in a southerly direction of Pontsarn Road.
- p) Following objection, an exercise has been undertaken to investigate the extent of land acquired temporarily from the business premises known as Rabart Decorators Merchants, Pant Industrial Estate. As a result of this exercise it is proposed to reduce the area of temporary landtake to facilitate the entry and exit of an articulated vehicle to the site.

Additions and modifications are proposed to the draft Side Roads Order to incorporate the changes to local highways and Private Means of Access (PMA). A Supplementary Side Roads Order is also published.

The draft Supplementary CPO is published under the Highway Act 1980 and the Acquisition of Land Act 1981. The draft Supplementary CPO incorporates any necessary additional land and rights over land to provide the alternative arrangement. Any land included within the published draft CPO that needs to be altered would be removed through a proposed modification to the draft CPO, and re-provided in the draft Supplementary CPO. Plots in the draft CPO that would be modified or removed are 2/2, 2/2a, 2/2b, 2/2c, 2/2g, 2/2h, 2/2j, 2/2k, 2/2l, 2/2m, 2/2r, 2/2s, 2/2t and 2/6d, 3/7, 3/7a, 3/7b, 3/7c, 3/7d, 3/7e, 3/7f, 3/7g, 3/7h, 3/7j, 3/7k, 3/7L, 3/7m, 3/7n, 3/7p, 3/7r, 3/7s, 3/7t, 3/7u, 3/7y, 3/7z, 3/7aa, 3/7ab, 3/7ae, 3/9, 3/9b, 3/10a, 3/10b, 3/12, 3/13, 3/14a, 3/14c, 3/33, 3/33a, 3/33f, 4/5b, 4/9c, 4/10a, 4/10b, 4/10c, 4/10d, 4/10e, 4/10f, 4/10h, 4/11, 4/11a, 4/11b, 4/11c, 4/11d, 4/12, 4/13a, 4/14, 4/14a, 4/14b, 5/1b, 5/1c, 5/1d, 5/2d, 5/2e, 5/5, 5/5a, 5/5b, 5/5k, 5/5L, 5/5n, 5/5p, 5/5q, 5/5r, 5/5s, 5/5t, 5/5u, 5/5w, 5/5x, 5/5ab, 5/5ac, 5/5ad, 5/5ag, 5/5ah, 5/7d, 5/8, 5/8d, 5/8f, 5/8p, 8/13, 8/17, 8/20a, 10/5b, 10/6, 10/6b, 10/7, 10/7b, 10/9, 10/9a, 10/10a, 10/12, 10/12a, 10/11a and 10/11. New plots and replacement plots are shown with a red reference number on the deposited map to this draft Supplementary CPO now published.

## **8. THE CASE FOR COMPULSORY PURCHASE**

The draft Supplementary CPO is published under the Highways Act 1980 and the Acquisition of Land Act 1981.

The draft Supplementary CPO is required to ensure the timely acquisition of land and rights required for the proposed Scheme and to enable The Welsh Ministers to fulfil their statutory duty to provide new highways and private means of access to premises to replace those being stopped up under the draft SRO.

The draft Supplementary CPO if made, will also enable the position of some access points to be altered. The draft Orders taken together will, if made, enable the construction of appropriate environmental mitigation measures and alternative means of access to land affected by the proposed Scheme.

The amount of land identified in the draft Supplementary CPO together with the land identified in the draft CPO for the Scheme is considered to be the minimum necessary to construct and subsequently operate and maintain the proposed Scheme together with the provision and maintenance of the environmental mitigation measures.

In drawing up the proposals for the draft Supplementary CPO regard has been given to the interference with the rights of all those with interests in the draft Supplementary CPO and who would otherwise be affected by the proposed Scheme.

## **9. DEPOSIT POINTS**

Copies of the draft Supplementary Compulsory Purchase Order together with their associated map, draft Supplementary Side Roads Order Supplement to the Environmental Statement together with their associated plans and the draft orders and Environmental Statement published in July / August 2017 may be inspected free of charge during normal working hours at any of the following deposit points:

- Orders Branch, Transport, Welsh Government, Cathays Park, Cardiff CF10 3NQ
- Rhondda Cynon Taf County Borough Council, The Pavilions, Cambrian Industrial Park, Tonypanddy, CF40 2XX
- Merthyr Tydfil County Borough Council, Civic Centre, Castle Street, Merthyr Tydfil, CF47 8AN

- Caerphilly County Borough Council, Penallta House, Tredomen Park, Ystrad Mynach, Hengoed CF82 7PG
- Brecon Beacons National Park Offices, Plas y Ffynnon, Cambrian Way, Brecon LD3 7HP
- Hirwaun Library, High Street, Hirwaun, CF44 9SW
- Cefn Coed Community Centre, Old Drill Hall Road, Cefn Coed, Merthyr Tydfil CF48 2NA
- Dowlais Library, Church Street, Dowlais, Merthyr Tydfil, CF48 3HS

Additional copies of published information may be obtained from the Welsh Government.

## **10. LODGING OBJECTIONS TO THE DRAFT SUPPLEMENTARY ORDERS AND PROPOSED MODIFICATIONS TO THE SCHEME**

Any person wishing to object or support may do so by writing to:

Orders Branch  
 Transport  
 Welsh Government  
 Cathays Park  
 Cardiff  
 CF10 3NQ

Should you wish to object or support, your correspondence will be considered by the Project Team and we may need to consult with people and organizations outside the Welsh Government. As part of the process of consulting with others we may pass information to them, including information you have given to us and your personal data. We will however, only disclose your personal details where it is necessary to do so to enable us to deal with issues you brought to our attention. As the proposed Scheme will be the subject of a Public Local Inquiry (PLI), all correspondence is copied to the Inspector of the PLI and is kept in the PLI Library and is publicly available.

Any objections or supports should be dispatched to arrive no later than the 18 April 2018.

## **11. DECISION PROCESS**

The Welsh Ministers have announced that a Public Local Inquiry will commence on 24<sup>th</sup> April 2018 to consider the responses to the draft Orders, which were published in July and August 2017, and have decided this will include responses to the draft Supplementary Orders now published.

The decision as to whether or not to proceed to make the draft Orders for the Scheme would be taken by The Welsh Ministers after taking account the findings and recommendations of the independent Inspector.

Should the draft Orders be made and the proposed Scheme proceed to construction, The Welsh Ministers would, through their valuation agent, enter into negotiation with all affected landowners regarding compensation for the land and rights needed and where appropriate the carrying out of accommodation works on their retained land to mitigate the effect of the Scheme.

**GORCHYMYN PRYNU GORFODOL (ATODOL) GWEINIDOGION CYMRU (GEFNFFORDD CASTELL-NEDD I'R FENNI (YR A465) (DEUOLI O'R FENNI I HIRWAUN A'R FFYRDD YMUNO AC YMADAEL) A CHEFNFFORDD MAN I'R DWYRAIN O ABERCYNON I FAN I'R DWYRAIN O DDOWLAIS (YR A4060) A CHEFNFFORDD CAERDYDD I LANSANFFRAID GLAN CONWY (YR A470) (FFYRDD CYSYLLTU) (DOWLAIS TOP I HIRWAUN)) 201-**

**DATGANIAD O RESYMAU**

**1. CYFLWYNIAD**

Mae Gweinidogion Cymru, fel yr awdurdod priffyrdd perthnasol, yn gyfrifol am yr holl gefnffyrdd yng Nghymru. Mae'r A465 yn rhan bwysig o rwydwaith ffyrdd strategol Llywodraeth Cymru (LIC) ac mae'n gweithredu fel y prif lwybr o'r dwyrain i'r gorllewin sy'n cysylltu canolfannau diwydiannol canolbarth Lloegr â de Cymru yn ogystal â chynnig llwybr yn hytrach na'r M4.

Cyhoeddodd Gweinidogion Cymru gynigion drafft ar 13 Gorffennaf 2017 a 3 Awst 2017. Mae'r cynigion cyhoeddedig ar gyfer prosiect Deuoli'r A465 o Dowlais Top i Hirwaun (y cyfeirir ato fel y "Cynllun") yn cynnwys:

- a) Mae'r Gorchymyn Diwygio (Llinell) drafft yn darparu ar gyfer adeiladu darnau newydd o Gefnffordd, ffyrdd ymuno ac ymadael, ffyrdd cysylltu ac israddio darnau presennol o Gefnffordd.
- b) Y Gorchymyn Ffyrdd Ymyl drafft, i gau darnau o gefnffordd a ddisodlwyd a chau, gwella, creu neu addasu ffyrdd eraill, llwybrau troed, llwybrau beiciau, llwybrau ceffylau a mynedfeydd preifat.
- c) Y Gorchymyn Prynu Gorfodol drafft, i ddarparu ar gyfer caffael tir a hawliau sy'n ofynnol ar gyfer adeiladu a chynnal y Cynllun.

Paratowyd Datganiad Amgylcheddol a Datganiad i Hysbysu Asesiad Priodol o effeithiau tebygol posibl y Cynllun ar y cyd â'r Gorchymynion drafft uchod ac fe'u cyhoeddwyd ar 13 Gorffennaf 2017.

Ar ôl datblygu'r Cynllun ymhellach, mae angen Gorchymynion Atodol drafft i roi sylw i'r canlynol:

- a) Ail-alinio mynedfa breifat arfaethedig sy'n gwasanaethu Safle Tower Regeneration, Hirwaun a diwygiad cysylltiedig i lwybr hawl tramwy cyhoeddus cydfodol.
- b) Addasiad i bwl arafu ar Safle Tower Regeneration, Hirwaun, diwygiad cysylltiedig i hawl tramwy cyhoeddus arfaethedig a chreu mynedfa breifat i gerbydau i wasanaethu Parc Lles Hirwaun.
- c) Lledaenu'r strwythur arfaethedig i gludo'r fynedfa breifat i gerbydau sy'n gwasanaethu Fferm Wynt Mynydd Bwlfa a hawliau tramwy wedi eu gwyo.
- ch) Cyflwyno clwydi ychwanegol i gaeau yn gwasanaethu tir amaeth i'r de o Gylchfan Trewaun.
- d) Adleoli a chategoreiddio'r bont Defnyddwyr Difodur arfaethedig sy'n croesi Rheilffordd Cwm Nedd i bont droed i gerddwyr wedi ei lleoli rhwng y bont fwa garreg bresennol sy'n cludo Ffordd Abertawe a'r bont sy'n cludo'r A465 ac ad-drefnu cysylltiedig y ddarpariaeth i Ddefnyddwyr Difodur trwy Gyffordd arfaethedig Croesbychan.
- dd) Disodli'r gylchfan arfaethedig yn gwasanaethu Ffordd Abertawe a Keeper's Lane, Croesbychan gyda chyffordd T syml.
- e) Ad-drefnu Keepers Lane a'r fynedfa breifat i gerbydau sy'n gwasanaethu'r eiddo a adnabyddir fel Court Lodge, Croesbychan.



- f) Ad-drefnu'r fynedfa breifat i gerbydau sy'n gwasanaethu'r eiddo a adnabyddir fel Fferm Gellitarw, Croesbychan, addasu pwll arafu a chyflwyno clwyd cae ychwanegol i'r eiddo.
- ff) Lleihad i gyfanswm y tir i'w gaffael at ddibenion Lliniaru Teitl nesaf at yr eiddo a adnabyddir fel Lynwood, Croesbychan.
- g) Lledaenu'r ffordd breifat arfaethedig a'r danffordd gysylltiedig yn gwasanaethu Cronfa Ddŵr Nant Moel, eiddo cyfagos a daliadau fferm i wneud darpariaeth ar wahân i Ddefnyddwyr Difodur drwy'r strwythur ac yn uniongyrchol i'r gorllewin ohono.
- ng) Newid i'r tir i'w gaffael yn barhaol o'r safle a adnabyddir fel Cyn Safle Meals on Wheels, Cefn Coed i dir i'w gaffael dros dro yn ystod y gwaith adeiladu i hwyluso mynediad at gefn y safle.
- h) Lleihad i gyfanswm y tir i'w gaffael o'r eiddo a adnabyddir fel Tynycoed, Cefn Coed gan osgoi'r angen i ddymchwel rhan un llawr yr eiddo.
- i) Adeoli pwll arafu o ochr ddwyreiniol i ochr orllewinol yr eiddo a adnabyddir fel Kimberly Bungalow, Pant, cael gwared ar hawddfraint gollwng cysylltiedig a'i effaith ar yr eiddo ac ychwanegu mynedfa breifat newydd i gerbydau yn gwasanaethu'r pwll arafu a'r eiddo a adnabyddir fel Fferm Dan-y-Castell, Pant.
- l) Adeoli mynedfa arfaethedig i gae yn gwasanaethu parcel o dir a rannwyd sy'n rhan o'r eiddo a adnabyddir fel Fferm Dan-y-Castell, Pant.
- ll) Ail-alinio'r ffordd arfaethedig yn cysylltu Cyffordd Ysbyty Tywysog Cymru gyda Ffordd Brynau i gyfeiriad y de a diwygiad cysylltiedig i Ffordd Pontsarn nesaf at yr eiddo a adnabyddir fel Kimberley Bungalow.
- m) Lleihad i'r tir i'w gaffael dros dro gan y busnes a adnabyddir fel Rabart Decorators Merchants, Ystâd Ddiwydiannol Pant.

Byddai Gorchymyn Prynu Gorfodol Atodol drafft Gweinidogion Cymru a gyhoeddir nawr yn awdurdodi prynu tir ychwanegol a'r hawliau newydd dros dir i wneud darpariaeth ar gyfer y newidiadau arfaethedig i'r Cynllun.

Paratowyd atodiad i'r Datganiad Amgylcheddol ar gyfer y cynllun yn gysylltiedig â'r newidiadau uchod ac mae ar gael i'w archwilio. Mae Gorchymyn Ffyrdd Ymyl Atodol yn cael ei gyhoeddi hefyd.

## **2. Y GORCHYMYN PRYNU GORFODOL DRAFFT A'R GORCHYMYN PRYNU GORFODOL ATODOL DRAFFT**

Mae teitl llawn y Gorchymyn Prynu Gorfodol drafft a gyhoeddwyd o dan Ddeddf Priffyrdd 1980 a Deddf Caffael Tir 1981 ar 3 Awst 2017 fel a ganlyn:

**GORCHYMYN PRYNU GORFODOL GWEINIDOGION CYMRU (CEFNFFORDD CASTELL-NEDD I'R FENNI (YR A465) (DEUOLI O'R FENNI I HIRWAUN A'R FFYRDD YMUNO AC YMADAEL) A CHEFNFFORDD MAN I'R DWYRAIN O ABERCYNON I FAN I'R DWYRAIN O DDOWLAIS (YR A4060) A CHEFNFFORDD CAERDYDD I LANSANFFRAID GLAN CONWY (YR A470) (FFYRDD CYSYLLTU) (DOWLAIS TOP I HIRWAUN)) 201-**

Mae teitl llawn y Gorchymyn Prynu Gorfodol Atodol drafft a gyhoeddir nawr gan Weinidogion Cymru o dan Ddeddf Priffyrdd 1980 a Deddf Caffael Tir 1981 fel a ganlyn:

**GORCHYMYN PRYNU GORFODOL (ATODOL) GWEINIDOGION CYMRU (CEFNFFORDD CASTELL-NEDD I'R FENNI (YR A465) (DEUOLI O'R FENNI I HIRWAUN A'R FFYRDD YMUNO AC YMADAEL) A CHEFNFFORDD MAN I'R DWYRAIN O ABERCYNON I FAN I'R DWYRAIN O DDOWLAIS (YR A4060) A**

## **CHEFNFFORDD CAERDYDD I LANSANFFRAID GLAN CONWY (YR A470) (FFYRDD CYSYLLTU) (DOWLAIS TOP I HIRWAUN)) 201-**

O'u cymryd gyda'i gilydd a phe baent yn cael eu gwneud, byddai'r darpariaethau yn y Gorchymyn Prynu Gorfodol drafft a'r Gorchymyn Prynu Gorfodol Atodol yn awdurdodi Gweinidogion Cymru o dan adrannau 239, 240, 250 a 260 Deddf Priffyrdd 1980 ac o dan adran 2, a pharagraff 1(1)(b), (3) a (4) Rhan 1 Atodlen 2 Deddf Caffael Tir 1981, a'r holl bwerau galluogi eraill (3), i brynu'n orfodol y tir hwnnw a'r hawliau newydd dros dir a ddisgrifir yn y Gorchymynion drafft uchod ar gyfer y Cynllun.

### **3. CEFNDIR I'R PROSIECT**

Rhoddir y Cefndir i'r Prosiect yn y Datganiad o Resymau ar gyfer y Gorchymyn Prynu Gorfodol, fel y'i cyhoeddwyd ar ffurf drafft ar 3 Awst 2017.

### **4. AMODAU PRESENNOL**

Rhoddir disgrifiad o'r amodau presennol yn y Datganiad o Resymau ar gyfer y Gorchymyn Prynu Gorfodol fel y'i cyhoeddwyd ar ffurf drafft ar 3 Awst 2017.

### **5. YMGYNGHORIADAU**

Amlinellwyd crynodeb o ymgynghoriadau yn arwain at gyhoeddi'r Gorchymynion drafft yn y Datganiad o Resymau ar gyfer y Gorchymyn Prynu Gorfodol fel y'i cyhoeddwyd ar 3 Awst 2017. Bu ymgysylltu pellach gyda rhanddeiliaid a phartion â buddiant ers cyhoeddi'r Gorchymynion drafft.

Ymgysylltwyd â'r cyhoedd ar y cynigion yn ystod cyfres o Arddangosfeydd Gorchymynion Statudol yn ystod mis Awst 2017, wedi eu hategu gan gyfryngau a oedd yn cynnwys hysbysebion papur newydd a gwefan y Cynllun.

Ymgynghorwyd â'r Awdurdodau Cynllunio Lleol, tîrfeddianwyr a rhanddeiliaid perthnasol yn ystod yr Arddangosfeydd Gorchymynion Statudol ym mis Awst 2017, ac ers hynny wrth ddatblygu'r cynigion sy'n ymwneud â'r Gorchymyn Prynu Gorfodol Atodol drafft trwy gyfarfodydd a gohebiaeth.

Mae Ymchwiliad Lleol Cyhoeddus i'r Cynllun arfaethedig wedi ei drefnu ar gyfer 27 Ebrill. Bydd y Gorchymynion Atodol drafft a'r addasiadau yn cael eu cyflwyno i'r Arolygydd ac yn cael eu hystyried yn rhan o'r Ymchwiliad.

### **6. AMCANION Y CYNLLUN**

Rhoddir amcanion y Cynllun arfaethedig yn y Datganiad o Resymau ar gyfer y Gorchymyn Prynu Gorfodol fel y'i cyhoeddwyd ar ffurf drafft ar 3 Awst 2017.

### **7. Y CYNLLUN ARFAETHEDIG**

Amlinellwyd disgrifiad o'r Cynllun arfaethedig yn y Datganiad o Resymau ar gyfer y Gorchymyn Prynu Gorfodol fel y'i cyhoeddwyd ar 3 Awst 2017.

Rhoddir disgrifiad o gynigion sydd wedi eu cynnwys yn y Gorchymyn Prynu Gorfodol Atodol drafft yn adran 7 y Datganiad o Resymau hwn.

### **7. DISGRIFIAD O YCHWANEGIADAU AC ADDASIADAU SYDD WEDI EU CYNNWYS YN Y GORCHYMYN PRYNU GORFODOL ATODOL DRAFFT AC A DDANGOSIR AR Y MAP A GYFLWYNWYD**

Ar ôl cyhoeddi'r Gorchmynion drafft ym mis Gorffennaf a mis Awst 2017, nodwyd addasiadau a phenderfynwyd diwygio'r cynigion yn unol â hynny.

- a) Yn dilyn cais gan dirfeddiannwr, mae llinell y fynedfa breifat i gerbydau yn cysylltu Cyffordd Hirwaun â Ffordd Tower wedi cael ei hail-alinio i ddilyn cyfeiriad deheuol i gyfarfod Ffordd Tower tua 170 metr i'r de-orllewin o'r man a ddangosir yn y cynnig cyhoeddedig. Mae'r hawl tramwy cyhoeddus a wyrwyd a oedd yn cydfod â'r fynedfa breifat i gerbydau wedi cael ei adleoli hefyd.
- b) Yn dilyn cais gan dirfeddiannwr, mae maint a lleoliad y pwll arafu sydd wedi ei leoli rhwng Ffordd Tower a Pharc Lles Hirwaun wedi cael eu hasesu ymhellach. Arweiniodd y gwaith hwn at leihad i gyfanswm y tir yr oedd ei angen ar gyfer y pwll ac ad-drefnu gwyriad arfaethedig i hawl tramwy cyhoeddus i redeg nesaf at y pwll wedi ei ad-drefnu. Hefyd, cynigir creu mynedfa breifat i gerbydau yn gwasanaethu Parc Lles Hirwaun o Ffordd Tower i fynd i'r afael â materion mynediad a diogelwch sy'n gysylltiedig â llifogydd yn y danffordd sy'n gwasanaethu Parc Lles Hirwaun o Caswell Close, Hirwaun.
- c) Yn dilyn gwrthwynebiadau, ar sail diogelwch, i led y bont arfaethedig yn cludo'r fynedfa breifat i gerbydau sy'n gwasanaethu Fferm Wynt Mynydd Bwllfa a thir amaeth cyfagos, cynigir lledaenu'r bont i hwyluso llif traffig dwy ffordd. O ganlyniad i'r cynnydd hwn i ddarpariaeth, mae adolygiad diogelwch gweithredol yn argymhell gwahanu'r hawl tramwy cyhoeddus sy'n croesi'r bont.
- ch) Yn dilyn ceisiadau gan dirfeddianwyr, cynigir mynedfeydd ychwanegol i gaeau i ddisodli'r rheini a gollir yn sgil cau'r fynedfa breifat i gerbydau yn gwasanaethu'r eiddo a adnabyddir fel Lyndhurst a Waungron. Bydd y clwydi i gaeau yn arwain o gangen ddeheuol Cylchfan arfaethedig Trewaun sy'n gwasanaethu'r eiddo a adnabyddir fel Waungron.
- d) Yn dilyn gwrthwynebiad, ar sail diogelwch, i leoliad y bont arfaethedig yn cludo'r llwybr ar gyfer Defnyddwyr Difodur dros Reilffordd Cwm Nedd, cynigir adleoli'r bont i gyfeiriad y de-ddwyrain i leoliad rhwng y bont fwa garreg bresennol sy'n cludo Ffordd Abertawe a'r bont sy'n cludo'r A465 dros Reilffordd Cwm Nedd. Mae adolygiad o ddiogelwch gweithredol y cynnig hwn wedi dod i'r casgliad y dylid ailddosbarthu'r bont i fod yn llwybr troed yn unig gyda beicwyr a marchogion yn parhau i ddefnyddio Ffordd Abertawe fel y maent ar hyn o bryd.
- dd) Yn dilyn gwrthwynebiad, cynhaliwyd ymarfer i adolygu trefn y cyffyrdd a gynigir yn ardal Croesbychan. O ganlyniad i'r gwaith hwn, cynigir disodli'r gylchfan, y bwriedir iddi wasanaethu Ffordd Abertawe a Keepers Lane, Croesbychan, gyda chyffordd T syml. O ganlyniad i adolygiad diogelwch gweithredol o'r cynnig hwn, cynigir ymestyn yr ardal 30mya o'i lleoliad presennol i'r gorllewin o'r bont fwa garreg sy'n cludo Ffordd Abertawe i leoliad ar y ffordd ddienw sy'n gwasanaethu Amlogfa Llwydcoed i'r dwyrain o'r gyffordd arfaethedig nesaf at yr eiddo a adnabyddir fel Fferm Gellitarw, Croesbychan.
- e) Yn dilyn gwrthwynebiad, cynhaliwyd ymarfer i adolygu aliniad y fynedfa breifat i gerbydau yn gwasanaethu'r eiddo a adnabyddir fel Court Lodge, Croesbychan. Arweiniodd y gwaith hwn at gadw'r fynedfa ar ei llinell bresennol.
- f) Yn dilyn cais gan dirfeddiannwr, y fynedfa breifat i gerbydau yn gwasanaethu'r eiddo a adnabyddir fel Fferm Gellitarw, Croesbychan i ddarparu mynedfa sy'n cyd-fynd mwy â natur wledig yr eiddo. Mae diwygiadau ychwanegol sy'n gysylltiedig â hyn yn cynnwys ad-drefnu pwll arafu a disodli mynedfa i gae sy'n cael ei heffeithio gan y Cynllun.

- ff) Yn dilyn gwrthwynebiad, cynhaliwyd ymarfer i asesu'r rhychwant tir sydd ei angen i liniaru'r golled o goetir hynafol yn ardal Croesbychan. O ganlyniad i'r ymarfer hwn, cynigir cael gwared ar y parcel tir nesaf at yr eiddo a adnabyddir fel Lynwood, Croesbychan (Gorchymyn Prynu Gorfodol Cyf 4/13) o'r gorchmynion.
- g) Yn dilyn ceisiadau gan ddefnyddwyr y fynedfa breifat i gerbydau sy'n gwasanaethu Cronfa Ddŵr Nant Moel ac eiddo cyfagos, cynhaliwyd ymarfer i ymchwilio i'r ddarpariaeth o gyfleuster ar wahân drwy'r strwythur i Ddefnyddwyr Difodur. O ganlyniad i'r gwaith hwn, cynigir lledaenu'r strwythur i gyfeiriad y gorllewin i hwyluso'r cyfleuster Defnyddwyr Difodur ar wahân yn ogystal â'i barhau ar ochr orllewinol y strwythur wrth i'r ffordd godi o'r toriad arfaethedig i gyrraedd lefel bresennol y fynedfa breifat i gerbydau.
- ng) Yn dilyn gwrthwynebiad, cynhaliwyd ymarfer i ymchwilio i dechnegau adeiladu gyda'r nod o leihau cyfanswm y tir i'w gaffael o'r safle a adnabyddir fel Cyn Safle Meals on Wheels, Cefn Coed a lleihau'r effaith ar y fynedfa breifat i gerbydau sy'n gwasanaethu lleoedd parcio yng nghefn yr eiddo. O ganlyniad i'r gwaith hwn, cynigir adeiladu wal gynnal o'r Bont Stryd Fawr arfaethedig, Cefn Coed i gyfeiriad y de. Byddai hyn yn galluogi'r fynedfa breifat i gerbydau gael ei hailgyflwyno ar ôl adeiladu'r wal, ond bydd dal i fod angen cau'r fynedfa hon dros dro yn ystod y gwaith adeiladu.
- h) Yn dilyn gwrthwynebiad, cynhaliwyd ymarfer i ymchwilio i dechnegau adeiladu gyda'r nod o leihau cyfanswm y tir i'w gaffael o'r eiddo a adnabyddir fel Tynycoed, Cefn Coed. O ganlyniad i'r gwaith hwn, cynigir lleihau'r arwynebedd tir sydd ei angen dros dro i gyflawni gweithgareddau adeiladu a, thrwy wneud hynny, osgoi'r angen i ddymchwel y rhan un llawr o'r eiddo.
- i) Yn dilyn gwrthwynebiad, cynhaliwyd ymarfer i ymchwilio i leoliadau eraill ar gyfer pwll arafu arfaethedig ar dir nesaf at yr eiddo a adnabyddir fel Kimberley Bungalow, Pant. O ganlyniad i'r gwaith hwn, cynigir adleoli'r pwll i gyfeiriad y gorllewin, gan osgoi'r angen am hawddfrait gollwng i redeg trwy ardd yr eiddo a adnabyddir fel Kimberley Bungalow a chreu mynedfa breifat i gerbydau i'r pwll a'r eiddo a adnabyddir fel Fferm Dan-y-Castell, Pant.
- l) Yn dilyn gwrthwynebiad, cynhaliwyd ymarfer i nodi mynedfeydd eraill i barsel o dir a rennir o'r prif ddaliad a adnabyddir fel Fferm Dan-y-Castell, Pant. O ganlyniad i'r gwaith hwn, cynigir adleoli'r fynedfa i'r cae o'r lleoliad cyhoeddedig i'r gogledd-ddwyrain o'r eiddo busnes a adnabyddir fel D Hughes Industrial Roller Doors Ltd i leoliad i'r de-orllewin o'r eiddo.
- ll) Yn dilyn gwrthwynebiad, cynhaliwyd ymarfer i leihau effaith y cynllun ar yr eiddo a adnabyddir fel Kimberley Bungalow, Pant. O ganlyniad i'r gwaith hwn, cynigir ail-alinio'r ffordd arfaethedig sy'n cysylltu Cyffordd Ysbyty Tywysog Cymru â Ffordd Brynau i gyfeiriad i'r de o Ffordd Pontsarn.
- m) Yn dilyn gwrthwynebiad, cynhaliwyd ymarfer i ymchwilio i gyfanswm y tir i'w gaffael dros dro o'r eiddo busnes a adnabyddir fel Rabart Decorators Merchants, Ystâd Ddiwydiannol Pant. O ganlyniad i'r ymarfer hwn, cynigir lleihau arwynebedd y tir a gymerir dros dro i hwyluso mynedfa ac ymadawiad cerbyd cymalog i'r safle ac oddi yno.

Cynigir ychwanegiadau ac addasiadau i'r Gorchymyn Ffyrdd Ymyl drafft i ymgorffori'r newidiadau i briffyrdd lleol a Mynedfeydd Preifat. Mae Gorchymyn Ffyrdd Ymyl Atodol wedi ei gyhoeddi hefyd.

Cyhoeddir y Gorchymyn Prynu Gorfodol Atodol drafft o dan Ddeddf Priffyrdd 1980 a Deddf Caffael Tir 1981. Mae'r Gorchymyn Prynu Gorfodol Atodol drafft yn ymgorffori unrhyw dir ychwanegol a hawliau dros dir sydd eu hangen i ddarparu'r trefniant amgen. Byddai unrhyw dir sydd wedi ei gynnwys yn y Gorchymyn Prynu Gorfodol drafft cyhoeddedig y mae angen ei addasu yn cael ei ddileu trwy addasiad arfaethedig i'r Gorchymyn Prynu Gorfodol drafft, ac yn cael ei ail-ddarparu yn y Gorchymyn Prynu Gorfodol Atodol drafft. Dyma'r plotiau yn y Gorchymyn Prynu Gorfodol drafft a fyddai'n cael eu haddasu neu eu dileu: 2/2, 2/2a, 2/2b, 2/2c, 2/2g, 2/2h, 2/2j, 2/2k, 2/2l, 2/2m, 2/2r, 2/2s, 2/2t and 2/6d, 3/7, 3/7a, 3/7b, 3/7c, 3/7d, 3/7e, 3/7f, 3/7g, 3/7h, 3/7j, 3/7k, 3/7L, 3/7m, 3/7n, 3/7p, 3/7r, 3/7s, 3/7t, 3/7u, 3/7y, 3/7z, 3/7aa, 3/7ab, 3/7ae, 3/9, 3/9b, 3/10a, 3/10b, 3/12, 3/13, 3/14a, 3/14c, 3/33, 3/33a, 3/33f, 4/5b, 4/9c, 4/10a, 4/10b, 4/10c, 4/10d, 4/10e, 4/10f, 4/10h, 4/11, 4/11a, 4/11b, 4/11c, 4/11d, 4/12, 4/13a, 4/14, 4/14a, 4/14b, 5/1b, 5/1c, 5/1d, 5/2d, 5/2e, 5/5, 5/5a, 5/5b, 5/5k, 5/5L, 5/5n, 5/5p, 5/5q, 5/5r, 5/5s, 5/5t, 5/5u, 5/5w, 5/5x, 5/5ab, 5/5ac, 5/5ad, 5/5ag, 5/5ah, 5/7d, 5/8, 5/8d, 5/8f, 5/8p, 8/13, 8/17, 8/20a, 10/5b, 10/6, 10/6b, 10/7, 10/7b, 10/9, 10/9a, 10/10a, 10/12, 10/12a, 10/11a a 10/11. Dangosir plotiau newydd a phlotiau disodli gyda rhif cyfeirnod coch ar y map a gyflwynir ar gyfer y Gorchymyn Prynu Gorfodol Atodol drafft hwn a gyhoeddir nawr.

## **8. YR ACHOS DROS BRYNU GORFODOL**

Cyhoeddir Gorchymyn Prynu Gorfodol Atodol drafft o dan Ddeddf Priffyrdd 1980 a Deddf Caffael Tir 1981.

Mae angen y Gorchymyn Prynu Gorfodol Atodol drafft i sicrhau bod tir a hawliau sy'n ofynnol ar gyfer y Cynllun arfaethedig yn cael eu caffael yn brydlon ac i alluogi Gweinidogion Cymru i gyflawni eu dyletswydd statudol i ddarparu priffyrdd newydd a mynedfeydd preifat i eiddo i ddisodli'r rheini sy'n cael eu cau o dan y Gorchymyn Ffyrdd Ymyl drafft.

Os caiff ei wneud, bydd y Gorchymyn Prynu Gorfodol Atodol drafft hefyd yn galluogi lleoliad rhai mynedfeydd i gael eu haddasu. O'u cymryd gyda'i gilydd, os byddant yn cael eu gwneud, bydd y Gorchymynion drafft yn galluogi mesurau lliniaru amgylcheddol priodol a mynedfeydd amgen i dir sy'n cael ei effeithio gan y Cynllun arfaethedig gael eu hadeiladu.

Ystyrir mai cyfanswm y tir a nodir yn y Gorchymyn Prynu Gorfodol Atodol drafft, ynghyd â'r tir a nodir yn y Gorchymyn Prynu Gorfodol drafft ar gyfer y Cynllun yw'r isafswm sydd ei angen i adeiladu ac, wedi hynny, gweithredu a chynnal y Cynllun arfaethedig ynghyd â darparu a chynnal y mesurau lliniaru amgylcheddol.

Rhoddyd ystyriaeth wrth lunio'r cynigion ar gyfer y Gorchymyn Prynu Gorfodol Atodol drafft i'r ymyrraeth â hawliau pawb â buddiannau yn y Gorchymyn Prynu Gorfodol Atodol drafft ac a fyddai'n cael eu heffeithio gan y Cynllun arfaethedig fel arall.

## **9. MANNAU CYFLWYNO**

Gellir archwilio copïau o'r Gorchymyn Prynu Gorfodol Atodol drafft ynghyd â'i fap cysylltiedig, Gorchymyn Ffyrdd Ymyl Atodol drafft i'r Datganiad Amgylcheddol ynghyd â'u cynlluniau cysylltiedig a'r gorchymynion drafft a'r Datganiad Amgylcheddol a gyhoeddwyd ym mis Gorffennaf / Awst 2017 am ddim yn ystod oriau gwaith arferol yn unrhyw un o'r manau cyflwyno canlynol:

- Y Gangen Orchymynion, Trafnidiaeth, Llywodraeth Cymru, Parc Cathays, Caerdydd, CF10 3NQ
- Cyngor Bwrdeistref Sirol Rhondda Cynon Taf, Y Pafiliynau, Parc Diwydiannol Cambrian, Tonypandy, CF40 2XX

- Cyngor Bwrdeistref Sirol Merthyr Tudful, Y Ganolfan Ddinesig, Stryd y Castell, Merthyr Tudful, CF47 8AN
- Cyngor Bwrdeistref Sirol Caerffili, Tŷ Penallta, Parc Tredomen, Ystrad Mynach, Hengoed CF82 7PG
- Swyddfeydd Parc Cenedlaethol Bannau Brycheiniog, Plas y Ffynnon, Ffordd Cambria, Aberhonddu LD3 7HP
- Llyfrgell Hirwaun, High Street, Hirwaun, CF44 9SW
- Canolfan Gymunedol Cefn Coed, Old Drill Hall Road, Cefn Coed, Merthyr Tudful CF48 2NA
- Llyfrgell Dowlais, Stryd yr Eglwys, Dowlais, Merthyr Tudful, CF48 3HS

Gellir cael gafael ar gopiâu ychwanegol o wybodaeth a gyhoeddwyd gan Lywodraeth Cymru.

## **10. CYFLWYNO GWRTHWYNEBIADAU I'R GORCHMYNION ATODOL DRAFFT AC ADDASIADAU ARFAETHEDIG I'R CYNLLUN**

Gall unrhyw un sy'n dymuno gwrthwynebu neu gefnogi wneud hynny trwy ysgrifennu i:

Y Gangen Orchmynion  
Trafnidiaeth  
Llywodraeth Cymru  
Parc Cathays  
Caerdydd  
CF10 3NQ

Os hoffech wrthwynebu neu gefnogi, bydd eich gohebiaeth yn cael ei hystyried gan Dîm y Prosiect ac efallai y byddwn angen ymgynghori â phobl a sefydliadau y tu allan i Lywodraeth Cymru. Yn rhan o'r broses o ymgynghori â phobl eraill, mae'n bosibl y byddwn yn rhannu gwybodaeth â nhw, gan gynnwys gwybodaeth yr ydych wedi ei rhoi i ni a'ch data personol. Fodd bynnag, boddwn yn datgelu eich manylion personol dim ond pan fo'n angenrheidiol gwneud hynny i'n galluogi i ymdrin â materion i chi dynnu ein sylw atynt. Gan y bydd y Cynllun arfaethedig yn destun Ymchwiliad Lleol Cyhoeddus, caiff yr holl ohebiaeth ei chopio i Arolygydd yr Ymchwiliad ac fe'i cedwir yn y Llyfrgell Ymchwiliad Lleol Cyhoeddus a bydd ar gael yn gyhoeddus.

Dylid anfon unrhyw wrthwynebiadau neu gefnogaeth i gyrraedd erbyn 18 Ebrill 2018 fan bellaf.

## **11. Y BROSES BENDERFYNU**

Mae Gweinidogion Cymru wedi cyhoeddi y bydd Ymchwiliad Lleol Cyhoeddus yn cychwyn ar 24 Ebrill i ystyried yr ymatebion i'r Gorchmynion drafft a gyhoeddwyd ym mis Gorffennaf a mis Awst 2017, ac wedi penderfynu y bydd hyn yn cynnwys ymatebion i'r Gorchmynion Atodol drafft a gyhoeddir nawr.

Byddai'r penderfyniad pa un a ddylid bwrw ymlaen i wneud y Gorchmynion drafft ar gyfer y Cynllun yn cael ei wneud gan Weinidogion Cymru ar ôl cymryd canfyddiadau ac argymhellion yr Arolygydd annibynnol i ystyriaeth.

Pe bai'r Gorchmynion drafft yn cael eu gwneud a'r Cynllun arfaethedig yn symud ymlaen i'r cyfnod adeiladu, byddai Gweinidogion Cymru, trwy eu hasiant prisio, yn cychwyn trafodaethau gyda'r holl dirfeddianwyr sy'n cael eu heffeithio ynghylch iawndal am y tir a'r

hawliau sydd eu hangen a, phan fo'n briodol, gwneud gwaith hwyluso ar y tir y maent yn ei gadw i liniaru effaith y Cynllun.