



# Complete Agenda

**Democratic Services**  
Swyddfa'r Cyngor  
CAERNARFON  
Gwynedd  
LL55 1SH

Meeting

**GENERAL LICENSING COMMITTEE**

Date and Time

**10.15 am, MONDAY, 30TH JUNE, 2025**

Location

**Virtual Meeting**

**NOTE**

**\* For public access to the meeting, please contact us\***

Contact Point

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(DISTRIBUTED Friday, 20 June 2025)

# **GENERAL LICENSING COMMITTEE**

## **MEMBERSHIP (15)**

### **Plaid Cymru (10)**

#### **Councillors**

Alan Jones Evans  
Gareth Tudor Jones  
Gwynfor Owen  
Huw Rowlands  
Gwilym Evans

Annwen Hughes  
Edgar Wyn Owen  
Arwyn Herald Roberts  
Elfed Williams  
Meryl Roberts

### **Independent (5)**

#### **Councillors**

Gareth Williams  
Anwen J. Davies  
Hefin Underwood

Angela Russell  
John Brynmor Hughes

### **Ex-officio Members**

Chair and Vice-Chair of the Council

# **A G E N D A**

## **1. ELECT CHAIR**

To elect Chair for 2025 / 26

## **2. ELECT VICE CHAIR**

To elect Vice-chair for 2025 / 26

## **3. APOLOGIES**

To receive any apologies for absence.

## **4. DECLARATION OF PERSONAL INTEREST**

To receive any declaration of personal interest.

## **5. URGENT ITEMS**

To note any items that are a matter of urgency in the view of the Chairman for consideration.

## **6. MINUTES**

4 - 6

The Chairman shall propose that the minutes of the meeting of this Committee, held on March 10<sup>th</sup>, 2025, be signed as a true record.

## **7. GENERAL LICENSING SUB-COMMITTEE MINUTES**

7 - 15

To submit, for information, minutes of the General Licensing Sub-committee meeting held on the following dates –

a) 21-03-25

b) 07-02-25

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## GENERAL LICENSING COMMITTEE 10 March 2025

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### Attendance:

Chair: Councillor Elfed Williams  
Vice-chair: Councillor Gwynfor Owen

**Councillors:** Annwen Hughes, John Brynmor Hughes, Gareth Tudor Jones, Huw Rowlands, Arwyn Herald Roberts and Gareth Williams

**Officers:** Gareth Jones (Assistant Head of Environment Department), Andrew Parry (Public Protection Manager (Trading Standards)), Gwenan Mai Roberts (Licensing Manager), Nia Grisdale (Legal Service Manager) and Lowri Haf Evans (Democracy Services Officer)

### 1. APOLOGIES

Apologies were received from Councillor Anwen Davies, Councillor Alan Jones Evans and Councillor Angela Russell.

Condolences were extended to Councillor Angela Russell following the recent death of her husband.

Councillor Linda Ann Jones, former member of the Licensing Committees, was thanked for her support to the Licensing Committees and Sub-committees during her time as a Plaid Cymru Member and best wishes were relayed to her.

### 2. DECLARATION OF PERSONAL INTEREST

None to note

### 3. URGENT ITEMS

Arrangements relating to the Public Protection Service Structure

A verbal report was received from the Assistant Head of the Environment Department, noting cuts to the Public Protection Service from 1 April 2025 in response to the Cabinet's decision in 2024 to save £100k. It was highlighted that the current arrangement included three managers responsible for three services within the Public Protection Service, but the cut, following a consultation period with staff on how to achieve cuts and retain expertise within the Service, meant removing vacant posts from the structure and re-structuring to two services with two managers and one team leader. The Licensing and Trading Standards service and the Environmental Health Service will come into force on 1 April 2025 with Andrew Parry, the current Public Protection (Trading Standards) manager, being appointed as the Trading Standards and Licensing manager. It was reported that the current Licensing Manager, Gwenan Mai Roberts, due to her experience and expertise in the field, will remain in post to mentor and lead the team.

Andrew Parry was welcomed to the meeting and he was congratulated on his appointment. Gwenan Mai Roberts was thanked for remaining with the Service - the Licensing Committee and Sub-committees benefited from her experience and expertise.

#### **4. MINUTES OF THE PREVIOUS MEETING**

The Chair signed the minutes of the previous meeting of this committee, held on 11 November 2024, as a true record.

#### **5. MINUTES OF THE GENERAL LICENSING SUB-COMMITTEES**

Submitted and received, for information, the minutes of the General Licensing Sub-committees held on 17 December 2024, 2 December 2024 and 13 November 2024, as true records.

#### **6. REVIEW OF CYNGOR GWYNEDD TAXI POLICIES**

- **Combined Hackney Carriage/Private Hire Vehicle Driving Licensing Policy**
- **Hackney Carriages/Private Hire Vehicles Licensing Policy**
- **Private Hire Operators Licensing Policy**
- **Suitability Criteria for Drivers and Operators Policy**

The Head of Environment Department submitted a report which provided details on the background information of Gwynedd's current policies, as well as publications from the Welsh Government in response to trying to manage and reconcile the taxi industry, in accordance with the National Taxi Standards.

Members were reminded that, in September 2015, the Licensing Committee had appointed the Head of Environment Department to commence reviewing the policies, proposing a unified taxi policy for Gwynedd, instead of three separate policy documents. It was considered that presenting a unified policy would ensure a fair and consistent service, as well as meet the needs of the industry and users.

It was highlighted, in the context of National Standards, that the licensing conditions for drivers, vehicles and taxi operators in Gwynedd were already in line with the vast majority of the expectations contained in the Standards, but there was an intention to add some safeguarding measures to the licence application process. Measures such as ensuring that a licence applicant received a medical examination to DVLA Group 2 standard, that drivers completed Child Safeguarding Training as part of the application process for a licence and that checks on the national criminal intel system were carried out for every application for a new driver's licence, would be officially included in the new Unified Policy.

It was elaborated that the Committee, in the next 12 months, would get an opportunity to voice opinions on the unified draft policy, before the statutory public consultation was undertaken.

The members expressed their thanks for the report.

Observations from Members arising from the ensuing discussion:

- The policies desperately needed to be updated
- The changes were to be welcomed and addressed the national standards

In response to a concern that drivers from outside of Gwynedd had the right to work in Gwynedd, it was noted that a national discussion had been held on the subject with a

review from the Welsh Government to try to ensure control over the Wales and England borders (Uber was an example of this). However, there was no current arrangement which allowed the refusal of cross-border work as long as an arrangement had been made beforehand. It was reiterated that the hope was that the Welsh Government revisited the agenda and attempted cross-border control in the future.

In response to a supplementary question that there was a need to work with bordering counties to ensure that drivers from outside of Gwynedd complied with Gwynedd's safety policies, it was noted that Gwynedd was part of an information-sharing system which implemented checks nationally. In rural areas, it was expressed that school transport agreements relied on operators from other counties, and there was good management of the situation to ensure that drivers and vehicles complied with the relevant requirements. The need to refer any suspicion of vehicles' and/or drivers' suitability to the Licensing Unit was emphasised and it was expressed that the work of aligning policies and conditions with other counties contributed to a safe and consistent service.

In response to a question regarding patient transport arrangements by the Health Service and that that arrangement was made through the service/hospital instead of the patient's wishes, it was noted that this arrangement was usually made through using a community transport service managed by the Traffic Commissioner. It was noted that the same precautions, such as a medical examination, a DBS check and record, and mechanical checks to the car were implemented in the same manner as the requirements of Cyngor Gwynedd's Licensing Unit.

In response to an observation about taxi drivers using their vehicles to transport goods, it was noted that there was no control over using the vehicle to this end, but that every effort was being made to ensure that the drivers had received safety training considering the number of visits/deliveries that they made and the different situations that they would likely come across.

**RESOLVED:**

- To accept the report
- To welcome reconciling a service across the County to meet the needs of the industry and users, keeping safety considerations as the core foundations in the direction of the policy
- To approve the need to review the policy in accordance with the principles agreed in 2017, and to align with National Standards

Councillor Elfed Williams took the opportunity to thank the Committee Members and the Officers for their support whilst he had been Chair of the Licensing Committees.

The meeting commenced at 10.00 and concluded at 10.40.

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## GENERAL LICENSING SUB-COMMITTEE 21-03-25

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### Attendance:

**Councillors:** Elfed Williams (Chair), Annwen Hughes and Edgar Owen

**Officers:** Nia Grisdale (Legal Service Manager), Gwenan Mai Roberts (Licensing Manager) and Lowri Haf Evans (Democracy Services Officer)

### Others invited:

Item 5: Applicant Mr A

Item 6: Applicant Mr B

#### 1. APOLOGIES

None to note

#### 2. DECLARATION OF PERSONAL INTEREST

None to note

#### 3. URGENT ITEMS

None to note

#### 4. EXCLUSION OF PRESS AND PUBLIC

It was **RESOLVED** to exclude the press and public from the meeting during the discussion on the following items due to the likely disclosure of exempt information as defined in paragraphs 12 and 13, Part 4, Schedule 12A of the Local Government Act 1972. These paragraphs applied as the individuals in question were entitled to privacy and there was no overriding public interest that required the disclosure of personal information relating to those individuals, or their identities. Consequently, the public interest in maintaining the exemption outweighed the public interest in disclosing the information.

#### 5. APPLICATION FOR RENEWAL OF HACKNEY / PRIVATE HIRE VEHICLE DRIVING LICENCE – Mr A

The Chair welcomed everyone to the meeting. He highlighted that the decision would be made in accordance with Cyngor Gwynedd's Licensing Policy. It was noted that the purpose of the policy was to set guidelines for the criteria when considering the applicant's application, with the aim of protecting the public by ensuring that:

- The person is a fit and proper person
- The person does not pose a threat to the public
- The public are safeguarded from dishonest persons
- Children and young people are protected
- Vulnerable persons are protected
- That the public can be confident when using licensed vehicles

The Licensing Manager submitted the written report on the application received from Mr A to renew a hackney/private hire driver's licence. The Sub-committee was requested to consider the application relating to the individual's suitability to be a driver of a hackney/private hire vehicle.

The Licensing Authority recommended that the Sub-committee should approve the application.

The applicant was invited to elaborate on the application giving information about the background of the penalty points and his personal circumstances. He stated that he had held a private hackney/hire vehicle driver's licence since 2008 and when he received the licence he was advised to immediately report incidents of drinking and driving and/or criminal behaviour to the Licensing Unit, but no mention of reporting driving points. He added that the points were recent due to changes in speed limits in the areas he travelled with his work. He accepted the gravity of the situation, and that if he lost his licence he would lose his employment.

**RESOLVED that the applicant was a fit and proper person to be issued with a hackney/private hire vehicle driver's licence from Gwynedd.**

In reaching its decision, the Sub-committee considered the following:

- The requirements of 'Cyngor Gwynedd's Licensing Policy for Hackney Carriages and Private Hire Vehicles'
- Individual Suitability Guidelines
- The report of the Licensing Department
- The applicant's application form
- DBS Statement
- The report of the Driver and Vehicle Licensing Agency
- Verbal comments by the applicant together with written evidence and information

Specific consideration was given to the following matters:

### **Background**

In December 2022 the applicant received 3 penalty points for breaching a statutory speed limit on a public road.

Two days later, at the same location, the applicant received a 3-point penalty for breaching a statutory speed limit on a public road.

In October 2024 the applicant received a 3-point penalty for breaching a statutory speed limit on a public road.

### **RELEVANT CLAUSES OF THE POLICY**

Paragraph 2.2 of the Council's Policy was considered, stating that a person with a conviction for a serious offence need not be automatically barred from obtaining a licence, but he will be expected to have been free of any conviction for an appropriate period as stated in the Policy, and to show evidence that he is a fit and proper person to hold a licence. The onus was on the applicant to prove that he was a fit and proper person. Paragraph 2.4 stated that when an applicant had a conviction(s) or there were other matter(s) to be considered in connection with that, the Council could not review the merits of that conviction or the other matter.



Paragraph 4.5 was considered which stated that the Rehabilitation of Offenders Act 1974 (Exceptions) (Amendment) Order 2002 allowed the Sub-committee to take into account all convictions recorded against an applicant, whether spent or otherwise, under the 1974 Act.

Part 13 related to minor traffic offences and referred mainly to offences which were not listed in paragraph 12.2 of the Policy with paragraph 13.1 defining a 'minor traffic offence' as an offence which receives between 1 and 3 penalty points. Paragraph 13.3 stated that "More than one minor traffic conviction or other matter to be considered may result in a refusal, particularly where there are several convictions or other matters to be considered for the same offence e.g. speeding. A licensed driver may be referred to the Licensing Sub-committee where there are more than two offences and/or a total of six points on a licence.

## **CONCLUSIONS**

The Sub-Committee accepted that the applicant had two offences of speeding within two days of each other and a further third offence which occurred in 2024. The locations of the offences were clarified; the first two had taken place in the vicinity of Flint and within a few days because the applicant believed that the speed limit was 40 mph and that his speed was between 30 and 40. In the context of the third offence it was explained that it took place in a 20 mph speed limit area and that his speed was approximately 26 mph. The honest comments made by the applicant were considered and it was accepted that he fully understood the gravity of the situation and acknowledged that another conviction would mean the loss of the taxi licence and driving licence. The sub-committee also noted that the applicant had held a taxi licence since 2008 and there had been no previous problems. The importance of reporting any incidents to the Licensing Unit was highlighted.

The Sub-Committee decided in favour of approving the application

The Solicitor reported that the decision would be confirmed formally by letter to the applicant highlighting his right to appeal the decision.

## **6. APPLICATION FOR RENEWAL OF HACKNEY VEHICLE DRIVING LICENCE / PRIVATE HIRE – Mr B**

The Chair welcomed everyone to the meeting. He highlighted that the decision would be made in accordance with Cyngor Gwynedd's Licensing Policy. It was noted that the purpose of the policy was to set guidelines for the criteria when considering the applicant's application, with the aim of protecting the public by ensuring that:

- The person is a fit and proper person
- The person does not pose a threat to the public
- The public are safeguarded from dishonest persons
- Children and young people are protected
- Vulnerable persons are protected
- That the public can be confident when using licensed vehicles

The Licensing Manager submitted the written report on the application received from Mr B for a hackney/private hire driver's licence. The Sub-committee was requested to consider the application relating to the individual's suitability to be a driver of a hackney/private hire vehicle.

The Licensing Authority recommended that the Sub-Committee should refuse the application as three years had not elapsed since the end of the driving ban.

The applicant was invited to elaborate on the application giving information about the background of the penalty points and his personal circumstances. He noted that the covid period had been a difficult time for him and the incident continued to affect him. He added that he had received a notice stating a reduction in his daily working hours and as a result, he had to consider additional income to support his family.

**RESOLVED that the applicant was a fit and proper person to be issued with a hackney/private hire vehicle driver's licence from Cyngor Gwynedd.**

In reaching its decision, the Sub-committee considered the following:

- The requirements of 'Cyngor Gwynedd's Licensing Policy for Hackney Carriages and Private Hire Vehicles'
- Individual Suitability Guidelines
- The report of the Licensing Department
- The applicant's application form
- DBS Statement
- The report of the Driver and Vehicle Licensing Agency
- Witness Statement
- Verbal comments by the applicant together with written evidence and information

Particular consideration was given to the following issue

### **Background**

In February 2021, the applicant received a conviction under the Road Traffic Act 1988 for driving under the influence of drugs. He was banned from driving for 12 months effective from August 3, 2021.

### **RELEVANT CLAUSES OF THE POLICY**

Paragraph 2.2 of the Council's Policy was considered, which stated that a person with a conviction for a serious offence need not be automatically barred from obtaining a licence, but he will be expected to have been free of any conviction for an appropriate period as stated in the Policy, and to show evidence that he is a fit and proper person to hold a licence. The onus was on the applicant to prove that he was a fit and proper person. Paragraph 2.4 stated that when an applicant had a conviction(s) or there were other matter(s) to be considered in connection with that, the Council could not review the merits of that conviction or the other matter.

Paragraph 4.5 was considered which stated that the Rehabilitation of Offenders Act 1974 (Exceptions) (Amendment) Order 2002 allowed the Sub-committee to take into account all convictions recorded against an applicant, whether spent or otherwise, under the 1974 Act.

Consideration was given to paragraph 11.0 which addressed driving offences. In paragraph 11.1, it was noted that a serious view would be taken of convictions for driving or being in charge of a vehicle under the influence of alcohol / drugs. Anyone who had been found guilty of offences relating to drink-driving was unlikely to receive a licence until they had been free from a conviction / convictions for at least three years.

### **CONCLUSIONS**

The Sub-Committee weighed up all relevant factors, carefully considering the applicant's comments and accepting his honest statement regarding the situation surrounding the

conviction and the fact that the covid period had been a difficult time for him. The sub-committee considered that in five months the applicant would be able to submit an application which would have been approved by officers in accordance with the policy. It was also recognised that this was an application for a one-year licence and if he applied for renewal, he would, due to the details on the DBS, be called before the sub-committee again.

Having carefully weighed-up all the factors, it was concluded that the applicant was a fit and proper person to hold a licence.

The Solicitor reported that the decision would be confirmed formally by letter to the applicant highlighting his right to appeal the decision.

The meeting started at 10:00 and ended at 11:15

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## GENERAL LICENSING SUB-COMMITTEE 07-02-25

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### Attendance:

**Councillors:** Elfed Williams (Chair), Gwynfor Owen and Huw Rowlands

**Officers:** Sion Huws (Propriety and Elections Manager), Gwenan Mai Roberts (Licensing Manager), and Lowri Haf Evans (Democracy Services Officer)

### Others invited:

### Applicant - Mr A

#### 1. APOLOGIES

None to note

#### 2. DECLARATION OF PERSONAL INTEREST

None to note

#### 3. URGENT ITEMS

None to note

#### 4. EXCLUSION OF PRESS AND PUBLIC

It was **RESOLVED** to exclude the press and public from the meeting during the discussion on the following items due to the likely disclosure of exempt information as defined in paragraphs 12 and 13, Part 4, Schedule 12A of the Local Government Act 1972. These paragraphs applied as the individuals in question were entitled to privacy and there was no overriding public interest that required the disclosure of personal information relating to those individuals, or their identities. Consequently, the public interest in maintaining the exemption outweighed the public interest in disclosing the information.

#### 5. APPLICATION FOR RENEWAL OF HACKNEY / PRIVATE HIRE VEHICLE DRIVING LICENCE – Mr A

The Chair welcomed everyone to the meeting. He highlighted that the decision would be made in accordance with Cyngor Gwynedd's licensing policy. It was noted that the purpose of the policy was to set guidelines for the criteria when considering the applicant's application, with the aim of protecting the public by ensuring that:

- The person is a fit and proper person
- The person does not pose a threat to the public
- The public are safeguarded from dishonest persons
- Children and young people are protected
- Vulnerable persons are protected
- The public have confidence in using licensed vehicles.

The Licensing Manager submitted the written report on the application received from Mr A to renew a hackney/private hire driver's licence. The Sub-committee was requested to consider the application relating to the individual's suitability to be a driver of a hackney/private hire vehicle.

The Licensing Authority recommended that the Sub-committee should refuse the application because the applicant's conduct in a recent incident did not meet the standard expected of a taxi driver.

A CCTV video was shown which evidenced the incident along with a history of reoffending in relation to the 2010, 2018 and 2024 public order convictions.

In response to a question regarding a licence renewal application, it was noted that a hackney / private hire vehicle driver's licence was current for three years – this was the standard period. It was highlighted that the applicant's licence had expired in December 2024 and he did not disclose the allegations against him on his application form – all applicants had a duty to report any allegations against them to the Licensing Authority. It was reiterated, occasionally, that the Police informed the Licensing Authority but this time it was a member of the public who had complained to the Police before bringing an official case against the applicant. After the applicant had been before the Court, he submitted the information along with a signed statement while awaiting a DBS.

The applicant was invited to expand on the application and provide information about the background of the incident and his personal circumstances. He noted that he had not fully completed his application form as he was awaiting the verdict of the charge against him. In the context of the December 2024 incident, he confessed that he had responded to the victim's threat, but the victim had threatened him first. He also revealed that he did not know the victim and had disclosed the incident to the Licensing Department, the following morning. He reiterated that he had been a bus driver for more than 30 years without any complaints and that the job as a taxi driver meant so much to him.

**It was RESOLVED that the applicant was not a fit and proper person to be issued with a hackney carriage/private hire driver's licence from Cyngor Gwynedd.**

In reaching its decision, the Sub-committee considered the following:

- The requirements of 'Cyngor Gwynedd's Licensing Policy for Hackney Carriages and Private Hire Vehicles'
- Individual Suitability Guidelines
- The report of the Licensing Department
- The applicant's application form
- DBS Statement
- Disclosure of Convictions and Statement signed on 21/11/24
- Certificate of Conviction from Caernarfon Magistrates Court
- Information Assurance from North Wales Police
- Witness Statement
- Applicant's Hearing Report and Records November 2021
- Closed Circuit Television (CCTV) Evidence
- Verbal comments by the applicant together with written evidence and information

Specific consideration was given to the following matters

## **Background**

In December 2024, the applicant was found guilty of using threatening, aggressive and insulting words that were likely to alarm, intimidate or distress contrary to the Public Order

Act 1986. He was ordered to pay £50 compensation with a fine of £400. The Police did not present evidence on the charge of Assault by battery, therefore, the charge was dropped.

In November 2018, the applicant was found guilty of using threatening, aggressive and insulting words that were likely to alarm, intimidate or distress contrary to the Public Order Act 1986. He received a penalty of £100 and ordered to pay £85 costs.

In October 2010, the applicant was found guilty of using threatening, aggressive or insulting language, with the intention of causing distress or harassment contrary to the Public Order Act 1986.

## **RELEVANT CLAUSES OF THE POLICY**

Paragraph 2.2 of the Council's Policy was considered, which states that a person with a conviction for a serious offence need not be automatically barred from obtaining a licence, but he will be expected to have been free of any conviction for an appropriate period as stated in the Policy, and to show evidence that he is a fit and proper person to hold a licence. The onus was on the applicant to prove that he was a fit and proper person. Paragraph 2.4 stated that when an applicant had a conviction(s) or there were other matter(s) to be considered in connection with that, the Council could not review the merits of that conviction or the other matter.

Paragraph 4.5 was considered which stated that the Rehabilitation of Offenders Act 1974 (Exceptions) (Amendment) Order 2002 allowed the Sub-committee to take into account all convictions recorded against an applicant, whether spent or otherwise, under the 1974 Act.

Paragraph 6.0 of the Policy addressed violent offences. Paragraph 6.1 stated that, since licensed drivers came into close contact regularly with the public, the sub-committee shall adopt a firm stance towards those who had offences involving violence.

Paragraph 6.5 of the Policy stated that an application for a licence would normally be refused if the applicant had a matter to be considered for common assault and/or criminal damage and/or an offence under the Public Order Act 1986 which happened less than three years before the date of application.

Paragraph 16.1 of the Policy deals with repeat offences. Firstly, it must be ensured that the convictions satisfy the policy guidelines individually, but that they together create a history of repeat offending that indicates a lack of respect for the welfare and property of others. The Policy states that ten years must have elapsed since the most recent conviction.

## **CONCLUSIONS**

The Sub-Committee concluded that the convictions were violence-related offences.

In 2021, the Sub-Committee resolved to approve the applicant's application after they had considered his evidence although the policy stated that an application should be rejected if a period of 10 years had not elapsed since the last conviction. In December 2024, it was seen again that it was less than 3 years since the latest offence (November 2021) and, therefore, a starting point for the considerations would be to refuse the application. Consideration was also given to a pattern of re-offending, which involved the same type of behaviour with two offences within the 10-year period.

The Sub-Committee also considered the circumstances in this particular case and accepted that the applicant's comments about the incidents in question were an honest statement of what had happened on the Maes in Caernarfon. It was also accepted that, based on the evidence submitted, the victim had come over to the applicant after seeing that he was parked on the Maes and, therefore, from what the Sub-Committee had seen from Closed Circuit Television (CCTV) evidence of the Maes, it was the victim who had started the confrontation on the night.

However, the applicant disagreed with others' interpretation of his conduct in relation to the second incident, with the victim later on the same night denying punching the victim through a car window. It was not the role of the sub-committee to reach a finding of fact whether or not that incident amounted to an offence as the applicant had been charged with assault by battery and the Police had not presented evidence in relation to that charge. Nevertheless, CCTV evidence clearly showed that some time after the first incident, that the applicant by stopping his car in front of the victim's car in order to force him to stop, had got out of the car and threatened the victim. The sub-committee concluded that regardless of what had occurred between the applicant and the victim that this second incident had begun with the applicant's actions and that his conduct was unacceptable and far from the expected standard of a licensed driver.

It was made clear that the Authority had a duty to protect the public and as part of that the risk of repeat offending must be assessed. In light of the latest incident (the December 2024 conviction), the Sub-Committee agreed with the Licensing Unit that the applicant had received another conviction for the same type of offence and that was proof that there had been no improvement in his conduct since the November 2021 hearing. It was highlighted that this pattern was one of aggression and intimidation with evidence of a further incident in 2010. The Sub-Committee was therefore not confident that similar behaviour would not be seen again.

The Sub-Committee also considered the provisions of Suitability Guidelines, which set out the need to consider the character of a driver as a whole including the attitude and temperament of the individual concerned. It was reiterated that the Guidelines emphasised that drivers needed to demonstrate appropriate professional conduct at all times. In this case, the relevance of paragraph 4.15 was considered as it stated that unacceptable offences or conduct that occurred while driving a hackney or private hire vehicle were constituted as a breach.

In addition, the sub-committee was disappointed with the applicant's accusations towards the officers of the Licensing authority. Again, this was not the conduct expected of licensed drivers.

The sub-committee concluded that the convictions were in themselves sufficient reason to reject the application under Council Policy, but having considered all the evidence submitted, no reason was found why the provisions of the Policy should not be followed in this case. The Sub-Committee resolved to refuse the application and deemed that the applicant was not a fit and proper person to renew their hackney and private hire vehicle driver's licence with Cyngor Gwynedd.

The Solicitor reported that the decision would be confirmed formally by letter to the applicant highlighting his right to appeal the decision.

The meeting started at 10:00 and concluded at 11:55.