



ERYRI'S LOW CARBON STRATEGY 2024-2029

ERYRI NATIONAL PARK AUTHORITY

APRIL 2024



AWDURDOD PARC CENEDLAETHOL ERYRI
ERYRI NATIONAL PARK AUTHORITY

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ERYRI'S LOW CARBON STRATEGY 2024-2029:

SECTION 1:

INTRODUCTION AND CONTEXT

1. Introduction

2. The National Park Authority's impact on the area is significant. We create and support projects throughout Eryri, many of which involve significant financial investments. These projects will make a positive contribution to fulfilling our statutory purpose of protecting and enhancing the environment. The Authority also has a significant environmental advocacy role, and we have positive reputation as a trusted partner – working closely with a range of partners in the public, private and voluntary sectors. Whilst we have already been seeking to contribute to the carbon reduction agenda, it is hoped that this Strategy brings much of this together in a more structured and coherent way. We hope this will ensure that no stone is left unturned in the Authority's efforts to contribute to carbon and greenhouse gas reduction targets.

3. The timing of this Strategy is significant with the review of both of our statutory plans – Cynllun Eryri and the Local Development Plan – both commencing in 2025. It is hoped that this Strategy will have a significant impact on the content of these documents as well as in several other areas of our work.

4. The Member Scrutiny Panel has been instrumental in delivering this document. The initial scope of work undertaken by this group, highlighting existing and future commitments to carbon reduction, is included in Appendix 1.



5. Climate Change Context

6. Climate change is one of the world's defining challenges and it requires immediate action from everyone. A landmark report by the United Nations in August 2021 said that human activity is changing our climate in unprecedented ways and that drastic reductions in carbon emissions are necessary (IPCC 6th Assessment Report, 2021).

7. The latest climate projections for Wales show an increased chance of milder, wetter winters and hotter, drier summers, rising sea levels and an increase in the frequency and intensity of extreme weather events (Net Zero Strategic Plan, Welsh Government, 2022). The implications are clearly stark, and in many cases are already being felt.

8. The 2050 Target

9. A crucial way to mitigate the impacts of climate change is to reduce carbon emissions. In March 2021, following advice from the Climate Change Committee in December 2020, the Welsh Government set new targets for a 63% carbon reduction by 2030, an 89% reduction by 2040, and a 100% reduction by 2050. Speaking at the time, the Environment Minister Lesley Griffiths, said:

10. "We hope that the declaration by Welsh Government today can help trigger a wave of action at home and internationally. From our own communities, businesses and organisations to parliaments and governments around the world." (Public Sector Net Zero, Welsh Government, 2022)

11. The 2030 Public Sector Target

12. In addition, the Welsh Government set out a more challenging collective ambition for the Welsh public sector to achieve net zero carbon by 2030 (the 2030 collective ambition). This "2030 collective ambition" will focus on the Public Sector's own footprint, though acknowledging there is an important wider influence and leadership role. Organisations own action plans are likely to include other priority areas but the Welsh Government's four priority areas are regarded as the key ones to achieve the collective net carbon ambition – and are as follows:

- Buildings
- Mobility and transport
- Procurement
- Land use



13. The Role of Eryri National Park Authority – Existing Studies: Tyndall Centre, Small World Consulting Reports and Aquaterra Reports

14. The NPA have to date commissioned 3 reports to inform both the evidence base and policy making within the National Park. All 3 reports contribute significantly to the evidence base, but also have their limitations. They will be useful in informing rather than setting policy formation.

15. Tyndall Centre: Setting Carbon Budgets for Snowdonia

16. This report presents climate change targets for the National Park that are derived from the commitments enshrined in the Paris Agreement (well below 2°C and pursuing 1.5°C) – it has been produced for each of the UK’s National Parks to enable benchmarking and better collaboration on these issues. The report recognises the targets require commitment from other organisations, communities and visitors as well as the UK and Welsh Governments.

17. Based on this analysis, for the National Park to make its ‘fair’ contribution towards the Paris Agreement, it needs to:

- 1) Stay within a maximum cumulative carbon dioxide emissions budget of 1,201 thousand tonnes (ktCO₂), for the period of 2020 to 2100. At 2017 CO₂ emission levels, this entire budget would be spent within 6 years from 2020.
- 2) Initiate an immediate programme of CO₂ mitigation to deliver annual cuts in emissions averaging 14.2% to deliver a Paris Agreement aligned carbon budget. These annual reductions in emissions require national and local action, and could be part of a wider collaboration within the National Park.
- 3) Reach zero or near zero carbon no later than 2039. This report provides an indicative CO₂ reduction pathway that stays within the recommended maximum carbon budget of 1,201 ktCO₂. On this pathway in 2039, <5% of the budget remains. This represents very low levels of residual CO₂ emissions by this time, or a decision may be made to forgo these residual emissions and cut emissions to zero at this point. The target year is path dependent – slower progress in reducing emissions will use up carbon budget more quickly, necessitating reaching zero emissions at an earlier date.

18. These targets reflect the need to focus on the rapid reduction of sources of carbon dioxide in setting net zero aligned climate policy.

19. Small World Consulting

20. As with the work of the Tyndal Centre the report produced by Small World Consulting was replicated across the UK's National Parks – to help benchmark data and enable better collaboration on these issues. This took a 'consumption based' approach, which it considered allowed a 'full footprint' assessment – including lifestyles, goods and services. It also included the impact of visitors – both to and out of the area.

21. It recognises that transition to a low-carbon future entails strong action in many areas: “construction, direct home energy; food production and diets; travel and transport; business energy use; the nature of tourism and the visitor experience; the circularisation of the material economy (including repair, maintenance, renting and reselling of consumer goods); and significant changes in land management.” Many of these issues are outside the control of the National Park Authority.

22. However, it suggests there are opportunities as a Local Planning Authority to push for zero carbon homes, low energy buildings, encourage low / zero carbon transport in new developments, and build upon the opportunities offered by biodiversity enhancement.

23. Although designed to meet the minimum Paris-aligned targets, the trajectories for each of the six components of the target are steep and challenging. In meeting the targets, some help can be expected to come from outside the National Park, from anticipated change in the UK and global economy. For example, the electricity grid is endeavouring to decarbonise and there will be less fossil fuel powering all forms of road transport. On top of this, the public may increasingly care about carbon and choose more sustainable options, for example through insulating their homes, installing renewable heating systems and solar panels, and opting for less carbon-intensive diets. Last but not least, businesses would also want to play an active role in the low-carbon transition by cutting their direct emissions, while simultaneously opting for suppliers with lower-embedded carbon in their products and services, thus accelerating the transition across the whole value chain.

24. Land management is central to this report's recommendations and include proposed targets for New Native Broadleaf/Mixed Woodland and New Productive Coniferous Woodland planting. These are very ambitious if the targets are to be reached. Establishing irreversible carbon sinks (with biodiversity co-benefits), however, is conditional on having suitable incentives being made available for land managers to implement land use changes such as woodland creation, peatland restoration and regenerative farming, in line with current recommendations by the UK Government.

25. The report states that Welsh National Parks may also be challenged with mediating a pragmatic solution with stakeholders and special interest groups to the competing land pressures for UK food production, UK timber production, peatland restoration, biodiversity net gain and the need to grow and support local 'living' communities.



26. Aquaterra

27. The Authority also commissioned a report on how the Authority (rather than the National Park area) can achieve net zero carbon targets – through corporate change in the way it procures, uses the fleet and heats its properties. This will be developed into a corporate strategy on the Authority’s path to net zero – this will be a separate document to this one.

28. Earlier work by the Member Scrutiny Panel on Carbon

29. In addition to the above, the Authority’s Member Carbon Scrutiny Panel in 2021 produced an assessment of areas that the Authority currently makes a contribution to the zero carbon agenda, along with areas that could be addressed in the future. This was set against the key sectors that impact carbon and greenhouse gas emissions as identified by the Welsh Government. This provides a useful context for the scope of work that the Authority gets involved in, and this is included in Appendix 1 of this document.

30. The Role of Eryri National Park Authority – Race to Zero

31. At the National Park Authority’s November 2023 meeting, Members signed up to the “Race to Zero” initiative. Race to Zero is the United Nations-backed global climate leadership initiative rallying non-state actors (like cities, local authorities, businesses, universities) to take rigorous and immediate action to halve global emissions by 2030 and deliver a healthier, fairer net zero carbon world.

32. Race to Zero was formally launched two years ago to:
- Structure a role for non-state actors to help drive crucial decarbonisation
 - Shift the global debate from long-term 2050 to near-term 2030 action
 - Focus ambition on 1.5 not 2 degrees
 - Introduce greater rigour and transparency
 - Keep the global focus on building a fairer healthier future



33. Race to Zero is now driving much global action with the aim of reducing carbon emissions.

34. The Authority will focus its efforts on four key areas where it can make the biggest difference. These are:

- 1) Cynllun Eryri 2025- 20XX – and any subsidiary plans e.g. Woodland Strategy, Peatland Strategy
- 2) Eryri Local Development Plan Review (LDP) 2027-2042 – and any subsidiary plan e.g. Supplementary Planning Guidance
- 3) Leadership and Advocacy role – building on the principles of ‘Race to Zero’ and the Authority’s strong partnership based approach
- 4) Asset Management and Procurement – building on the work undertaken by consultants Aquaterra

35 This document will focus on the first 3, with the Asset Management / Procurement document being produced separately.



SECTION 2:

THE AUTHORITY'S CORPORATE PLAN AND WELL-BEING STATEMENT AND OTHER STRATEGIC WORK AREAS

36 Corporate Plan

37 It is essential that carbon is at the heart of all decision making taken by the Authority. This starts with the Authority's Corporate Plan and associated well-being objectives.

38 Whilst carbon does presently feature in the Authority's corporate plan, with many objectives and actions seeking the reduction of carbon and other greenhouse gases, this is likely to be in need of updating given how rapidly this area is evolving.

39 Therefore, the Authority must ensure that any future review of the Corporate Plan places a significant emphasis on ensuring that carbon reduction is at the heart of the Authority's actions. Members and stakeholders will be heavily consulted on the review of the Corporate Plan, and this issue will be raised at that time.



40 Public Service Boards

41 The National Park Authority also contribute to other strategic partnerships and public sector groups. It is represented on the North West Wales Public Service Board (PSB), a statutory strategic partnership which brings together public sector organisations to address collaborative issues and projects. The Authority's representative on the PSB is usually the Chief Executive.

42 It is critical that the Authority raise the importance of greenhouse gas and carbon reduction with this group, along with ensuring the delivery of such projects through representation on the PSB.

43 There should be an annual report back to Authority Members on the progress made at PSB – which will allow scrutiny of issues relating to carbon and GHG reduction.

44 Corporate Joint Committee (CJC)

45 The CJC is charged with the task of producing a Strategic Development Plan (SDP) a statutory land use planning document for North Wales – the CJC's planning function will cover the 7 Local Planning Authorities of North Wales. Whilst the staffing structure of the CJC has yet to be established with regards to its planning function, there will be representation on it from the National Park Authority. Again, as with the representation on the PSB, the Authority must commit to making carbon a strategic priority through its representation on the group.

46 As with the PSB, there should be an annual report back to Authority Members on the progress made at the CJC – which will allow scrutiny of issues relating to carbon and GHG reduction.



SECTION 3: CYNLLUN ERYRI

47 The need to reduce carbon emissions is recognised in Cynllun Eryri’s Vision, which states:

48 “..... Communities will have adopted innovative solutions in a changing World – a low carbon economy will have strengthened residents’ link with the environment, providing a better standard of living and ensuring Snowdonia’s reputation as an internationally renowned National Park and one of the nation’s breathing spaces.” (LDP 2016-31, p24)

49 This Vision is also shared with the Local Development Plan (more on this below) to ensure a consistency between both of the Authority’s statutory documents.

50 The existing statutory National Park Management Plan (Cynllun Eryri 2020) recognises the climate crisis and the need to reduce carbon emissions. The Plan states that *“We must all re-evaluate the way we live and work. Cynllun Eryri sets out our goals to help reduce carbon emissions and displacement attributed to the area, but to also plan mitigation measures for the impacts of climate change.”*

51 Outcome A3 of Cynllun Eryri recognised a key outcome as *“We are prepared for the impacts of climate change and are reducing our carbon footprint”.*

What we'll do to achieve this	Special Qualities	Overview of actions	Who?	How we'll measure success
A3.1. Reduce the carbon emissions of Snowdonia National Park	1, 6, 8 & 9	<ul style="list-style-type: none"> > Contribute proactively towards the WG emission reduction delivery plan > Install electric vehicle charging points at strategic locations within the National Park > Implement greener transport and travel measures to reduce carbon emissions. > Encourage community-based solutions. > Promote and support improving the energy efficiency in new and traditional buildings in line with planning policy > Partners to assess the sustainability of major buildings within the National Park > Continue to support appropriately scaled and located community owned green energy schemes - in line with the LDP > Establish baselines for future emission target setting 	SNPA Gwynedd Council Conwy County Borough Council Community Energy Cyd Ynni National Trust Snowdonia Society Menter Mon Grwp Cynefin Adra Datblygiadau Egni Gwledig (DEG) Centre for Ecology and Hydrology (CEH) Aberystwyth University	Baselines for future carbon emission measurements will be established by 2023, based on target setting advice from Welsh Government. By the end of the Plan we will have successfully contributed to the Welsh Government emission reduction plan, have installed further electric charging points and monitored the number of homes upgrading to renewable alternatives through Planning applications. See also policy B4.1 for transport solutions

What we'll do to achieve this	Special Qualities	Overview of actions	Who?	How we'll measure success
A3.2. Safeguard and increase the amount of carbon stored in Snowdonia	8 & 9	<ul style="list-style-type: none"> > Continue to utilise and enhance natural carbon sinks within the National Park > Reduce, and where possible reverse, the erosion and degradation of peatlands, including by grip blocking in the uplands and restoration of lowland agricultural peats > Ensure a long term commitment to well managed and diverse woodland > Explore carbon offsetting and opportunities for financial support for carbon offsetting > Encourage the maintenance of permanent grassland and avoid soil disturbance 	SNPA NRW National Trust Countryside Land Alliance (CLA) National Farmers Union (NFU) Farmers' Union of Wales (FUW)	By the end of 2022, we will have increased the number of Peatland Code and trees and woodland Carbon Code projects supported. Throughout the Plan, SNPA will monitor peatland restoration actions, ensure woodland planting in appropriate sites and the condition of existing woodland is monitored and hedgerow habitats enhanced, as well as working in Partnership to advise on appropriate grazing regimes.
A3.3. Implement climate change mitigation measures	ALL	<ul style="list-style-type: none"> > Explore the feasibility of implementing a Climate Vulnerability Index (CVI) approach to natural and cultural heritage assets of the National Park > Ensure that upland paths are maintained to a sufficient standard to withstand the increased frequency of storm events through Policy A1.2 	SNPA All relevant partners	By the end of 2021 we will work with other Designated Landscapes already using a CVI approach, to map assets and produce a feasibility study within the National Park. Our upland paths will be consistently monitored for new or upgraded specifications

52 Linked to the carbon reduction agenda is Outcome B4 which states that “sustainable options for parking and transport are achieved”.

What we'll do to achieve this	Special Qualities	Overview of actions	Who?	How we'll measure success
B4.2. Explore and implement opportunities to encourage greener transport	1 & 6	<ul style="list-style-type: none"> Assess the environmental impacts of visitors in relation to carbon emissions to encourage a move towards greener technologies for travel such as electric cars, buses and bikes Improve information and marketing in relation to how people get to the park and travel around, ensuring that the most sustainable options are promoted and highlighted Utilise smart technology to encourage behaviour change (e.g. Enterprise Scheme) As per Policy A3.1 install EV charging points at strategic travel and visitor points in the National Park 	SNPA NRW National Trust Gwynedd Council Conwy County Borough Council Visit Wales Partneriaeth Ogwen	Work with all recommendations from the 2020 Yr Wyddfa and Ogwen parking and transport review to implement measures across the National Park. Review and adapt measures as necessary by 2025. A new way of measuring visitor contribution and impact on the area will be in place by 2021 and will assess environmental factors.

53 HOW SUCCESSFUL HAVE WE AND OUR PARTNERS BEEN WITH REGARD TO THE ABOVE CARBON RELATED ACTIONS?

54 As the above policies demonstrate, Cynllun Eryri includes carbon reduction policies and actions, which will contribute to carbon reduction. It has undoubtedly led to cooperation between partners to discuss the carbon agenda.

55 These include:

- Extensive discussions on transportation and parking issues, and how these can reduce carbon within Eryri – significantly this includes a contribution to the **Eryri Parking, Transport & Delivery Group** led by Transport for Wales (within which the Authority plays a key role);
- An emphasis on carbon goes to the heart of the Conservation, Woodland & Agriculture team – with many successful projects, along with new strategies that pave the way for future projects including the:
 - o Tree and Woodland Strategy
 - o Peatland Strategy
- The Tree and Woodland Strategy is in its infancy – so it is too early to assess its effectiveness;
- However, the Peatland Strategy has helped secure a £925,000 SMS project to restore 781 ha peatlands (451 ha in Eryri) and build capacity across Wales from 2018-2121. Given the extent of peat resources in Eryri, addressing its condition is critical in reducing carbon emissions, This was followed by several successful grant applications from the National Peatland Action Programme from 2021-present, totalling just over £1.04 million expenditure (thus far) to improve the quality and resilience of peatlands. To date, we have conducted restoration works over 6000 ha of the estimated 25,400 ha of peatlands in the Park, and surveyed a further 3000 ha of peatlands in the wider strategy area (Eryri Fringes).
- In relation to the above, the review of the Peatland Strategy will be designed to enable annual progress to be monitored.
- The creation of EV charging points on our own estate – which allow locals and visitors to charge their cars whilst driving in the National Park (we have installed XX);
- The pilot Plastic Free Yr Wyddfa project, which aims to harness the local community to raise awareness of plastic and litter pollution in and around Wales’ busiest mountain and visitor attraction;
- Co-creation of the Gwynedd and Eryri Sustainable Visitor Economy Strategic Plan which looks towards a radically different future for the visitor economy and the way that it is measured across the region.
- The Cultural Heritage and Planning Policy team have operated a programme of educating residents in historic buildings in the Conservation Area how to make them more energy efficient whilst protecting their historic assets and character.
- The overall strategy of the LDP is successfully fulfilling its strategy of focusing development on existing settlements thereby preventing further and increased demands on the private car. However, the area is still overwhelmingly dependent on the private car.
- Issues relating to zero carbon homes can be addressed to a certain extent through planning policies – but are generally dealt with through Building Control Regulations.
- The LDP has also granted many small-scale renewable energy schemes within the NP, and provided in principle support or mitigation advice for larger schemes outside but close to the NP boundary;
- The Authority has started to address issues relating to climate change adaptation – including granting planning applications which contribute to climate change adaptation as well as implementing our own projects such as creating more robust and climate resilient footpaths in the National Park.



56 WHAT NEEDS TO BE DONE WITH REGARD TO CARBON REDUCTION FOR THE REVIEW OF CYNLLUN ERYRI?

57 Cynllun Eryri has already developed many projects which have the aim of influencing behavioural change/reducing greenhouse gas / carbon emissions and contribute to climate change adaptation – and this work, along with all of the associated projects, will obviously continue. However, there is clearly much more that we can aim to achieve as an Authority as the effects of global warming become more and more apparent. The review of Cynllun Eryri in 2025 will aim to put Carbon Reduction and Sustainability more firmly at the heart of an action plan for the future.

58 Some of the key areas that we could address through a Partnership approach are:

- Establishing a greenhouse gas / carbon baseline – to help understand the effects of our actions on these gases;
- Increase the ambition in delivering strategic transport projects which have the aim of reducing dependence on the private car – ensuring these are included in the LDP and Cynllun Eryri 2025 reviews
- Delivering the Tree & Woodland Strategy
- Delivering the Review of the Peatland Strategy
- Delivering the Nature Recovery Plan
- Ensure a low carbon focus on the implementation of the Sustainable Visitor Economy Strategy
- SFS actions
- More Active Travel projects in the National Park



SECTION 4:

ERYRI LOCAL DEVELOPMENT PLAN

59 The need to reduce carbon emissions is recognised in the adopted Eryri LDP (2016-2031). It's referred to in the vision for Eryri (as explained above, this Vision is shared with Cynllun Eryri):

60 “..... Communities will have adopted innovative solutions in a changing World – a low carbon economy will have strengthened residents’ link with the environment, providing a better standard of living and ensuring Snowdonia’s reputation as an internationally renowned National Park and one of the nation’s breathing spaces.” (LDP 2016-31, p24)

61 Climate Change is also identified as a key issue, challenge and driver of change (LDP 2016-31, p19)

62 “Climate change can dramatically alter the National Park environment, communities and the economy. These changes could include the loss of some species and habitats, changes in crop production and livestock productivity, sea level rise and increasing frequency of extreme weather conditions, with consequences for flood risk and soil erosion. A side effect of climate change will be the potential for economic return from developing expertise in environmental goods and services.

63 The Local Development Plan should aim to reduce reliance on non-renewable fuels and to achieve sustainable power production and consumption by;

- Reducing the need to travel, through the sustainable location of communities, homes and employment opportunities and the promotion of sustainable tourism
- The provision of improved sustainability of transport and better integration of public transport
- Reducing carbon emissions and the potential for ‘fuel poverty’ through improved efficiency of new and existing buildings
- The provision of appropriate householder and community renewable energy”

64 The LDP has a specific policy on climate change as follows:

Strategic Policy Dd: Climate Change (Dd)

The contribution that emissions of greenhouse gases from the National Park make to climate change will be reduced and the impacts of climate change on the National Park will be addressed in this Plan by:

- i. Ensuring that any coastal and flood protection works, including managed realignment, considered to be necessary have no adverse environmental impacts or that they can be satisfactorily mitigated.
- ii. Conserving and enhancing areas of woodland, upland soils and peatland areas to assist in carbon retention, water storage and flood prevention.
- iii. Facilitating species adaptation and migration through protecting habitat connectivity corridors and enhancing biodiversity.
- iv. Directing development to locations which reduces the need to travel, especially by private car.

Development Policy 3: Energy (3)

Where appropriate planning applications should be accompanied by an Energy Statement either separately or as part of the Design and Access Statement and should take into account the Supplementary Planning Guidance documents on Sustainable Design and Renewable Energy and Low Carbon Developments.

Wherever possible, developments should be sited and orientated to take advantage of solar gain and shelter and incorporate passive design strategies and a fabric-first approach to energy efficiency. Consideration should be given to the potential for maximising the renewable energy technologies.

Renewable Energy

Within the National Park renewable energy schemes will be supported provided they satisfactorily address the planning considerations for different technologies set out in the Supplementary Planning Guidance on Renewable Energy and Low Carbon Developments.

- Microgeneration (under 50kW) and smaller-scale renewable energy schemes will be considered favourably, provided they do not cause harm to landscape, amenity, nature conservation and heritage interests.
- Sub Local Authority scale schemes (up to 5MW) may also offer some potential in Snowdonia and will be permitted subject to the same considerations.

Larger Local Authority Scale (greater than 5MW) and Strategic renewable energy schemes are generally considered to be incompatible with National Park purposes and would need to satisfy Strategic Policy B; Major Development.

65 Carbon was also an underlying factor in the overall settlement strategy and employment strategy, where development opportunities are possible within many of Eryri's settlements thereby reducing the need to create housing, employment and community facilities at a distance from local communities. This is set out in Strategic Policy C which sets out the overall development strategy as follows:

Strategic Policy C: Spatial Development Strategy (C)

Spatial development within Snowdonia National Park will be based on the following hierarchy:

Local Service Centres - Dolgellau and Bala

- i Open market housing and affordable housing for local needs.
- ii. To support existing or provide new employment opportunities to support the rural economy.
- iii. Improve existing and provide new facilities to serve local residents to strengthen its role as a local service centre and to support its role as a visitor destination.
- iv. Retail development located in close proximity to the main retail areas.

Service Settlements

- v. Small scale open market and affordable housing for local needs.
- vi. Small scale employment development to support existing or provide new employment opportunities to support the rural economy in accordance with Development Policy 19.
- vii. Improve existing and provide new community facilities to serve local residents.
- viii. Strengthen its role as a service settlement serving the settlement and the immediate community.
- ix. Support its role as a visitor destination.
- x. Retail development within the retail areas of Harlech, Aberdyfi, Betws y Coed.

Secondary Settlements

- xi. Small scale open market and affordable housing for local needs.
- xii. Small scale employment development to support existing or provide new employment opportunities to support the rural economy in accordance with Development Policy 19.
- xiii. Improve existing and provide new community facilities to serve local residents and strengthen its role in providing services to the rural hinterland.

Smaller Settlements

- xiv. Single units of affordable housing for local needs.
- xv. Improve existing and provide new community facilities to serve local residents where there are no suitable locations in settlements listed in the settlement hierarchy.
- xvi. Conversion of buildings to support economic uses.
- xvii. In exceptional circumstances new small scale employment and training development in accordance with Development Policy 19.



Open countryside

xviii. Conversion of rural buildings to support economic uses.

xix. Conversions of rural buildings for affordable housing for local needs.

xx. Replacement dwellings.

xxi. Housing relating to an essential need to live in the countryside in line with national planning policy.

xxii. Other essential community facilities to serve local residents where there are no suitable locations in settlements listed in the settlement hierarchy.

xxiii. Agricultural developments which are sympathetically accommodated in the landscape.

xxiv. In exceptional circumstances new small scale employment and training development in accordance with Development Policy 19.

xxv. Economic development as part of the Snowdonia Enterprise Zone allocation in accordance with Development Policy 27.

Strategic Policy L: Accessibility and Transport (L)

The National Park Authority is committed to improving access to local facilities and reduce the need to travel especially by private car. Within the National Park walking and cycling, improved access to public transport and provision of facilities will be encouraged.

Development will be supported where:

- i. The provision of services are located so as to minimise the need to travel.
- ii. There is convenient access via footpaths, cycle paths and public transport, thereby encouraging the use of these modes of travel for local journeys, reducing the need to travel by private car and improving the accessibility of services to those with poor availability of transport.
- iii. There is an improvement in accessibility for all, in particular disabled people.
- iv. Changes to the road network do not damage or cause detrimental effects to ProW, listed buildings or historic monuments or cause adverse effects to environmental designations.

The highest priority will be given to the conservation and enhancement of the characteristic biodiversity of Snowdonia, particularly habitats and species designated under national and European legislation. Where possible, these improvements to the road network will feature provision for segregated pedestrian and cycling uses.

- v. It will reduce or remove vehicle traffic from within town centres and where possible from rural areas.
- vi. The natural environment of the park is not adversely affected.
- vii. Secure cycle parking facilities are provided where appropriate.

The National Park Authority will continue to support appropriate sustainable transport and community transport initiatives.

The recreational routes identified on the proposals map will be safeguarded from development which would prevent their use as recreational routes.

The track bed of the Corris Railway within the National Park will be safeguarded from other forms of development so that it may be reinstated as a railway.

That part of the disused railway which runs from Trawsfynydd to Blaenau Ffestiniog which is within the National Park will be safeguarded from inappropriate development which would prevent the future use of the railway line as a transport corridor.



68. HOW SUCCESSFUL HAS THE LDP BEEN IN REDUCING CARBON / GHG?

69. Overall Development Strategy

70. Firstly, as with Cynllun Eryri, there is no baseline figure for the level of carbon / GHG emissions in Eryri – therefore establishing a quantitative assessment of the relative success of the LDP is difficult.

71. There are strategic policies which have attempted to reduce the need to travel by focusing development on progressively larger communities i.e. focusing most development in the larger settlements of Dolgellau and Bala, and then progressively less as settlements get smaller. This theoretically reduces the need to travel to shops, work, and for socialising. Isolated car dependent homes in open countryside areas are exceptions, and development is centred on existing settlements.

72. However, whilst the above strategy has been a success – in that the overall development strategy has been adhered to – its success in reducing car trips is dependent on other factors beyond the control of the LPA e.g. frequency and reliability of local bus services, people's workplace and shopping habits etc

73. WHAT NEED TO BE DONE WITH REGARD TO CARBON TARGETS FOR THE REVIEW OF THE LDP?

- Energy Efficiency of Buildings – building regs rather than planning ?
- Transport Modal Split – do targets need to be set in a separate strategy?
- Renewable Energy Developments – installed capacity and do we need to do more (probably not) ?
- Assess exemplars from other Authorities e.g.
- There will be numerous options in how the LDP can improve and strengthen its climate change strategy, and guidance and inspiration can also be taken from the work of other authorities who have tried to address the issue. Some examples include:
 - o Cornwall Council – ‘Climate Emergency Development Plan’ (2023). The council declared a climate emergency in 2019 and have prepared this document, and the policies within it, in order to achieve a Carbon Neutral Cornwall, and to address the climate and ecological emergencies.
 - o Dartmoor National Park Authority – ‘Reducing Carbon Emissions In New Development’ (2019). A briefing note which looks at evidence for approaches to reducing CO2 emissions in new buildings.
 - o West Oxfordshire District Council – ‘Area Action Plan for Delivery of Salt Cross Garden Village’. This is an example of how planning, policy and authorities can work to create new net zero developments and settlements which are more sustainable in terms of housing, transport, green spaces and enhancing the natural environment. This is one of a potential 14 garden villages that the UK Government announced support for in January 2017. The seven core themes for the Area Action Plan are Climate Action; Healthy Place Shaping; Protecting and Enhancing Environmental Assets; Movement and Connectivity; Enterprise, Innovation and Productivity; Meeting Current and Future Housing Needs; and Building a Strong, Vibrant and Sustainable Community.
 - o Bannau Brycheiniog National Park – ‘Preferred Strategy Revisited’ (2020) – This document sets out the Authority’s rationale for a shift in policy focus, and their strategic planning priorities for the Local Development plan - particularly necessary following the Coronavirus pandemic.
 - o Manchester Climate Change Framework 2020-2025 – The framework is the city’s high level strategy for tackling climate change. The objective is to stay within carbon budgets recommended by the Tyndall Centre; climate adaptation and resilience; health and wellbeing; and inclusive, zero carbon and climate resilient economy. The framework also contains and defines seven areas for action which include; Buildings (existing and new); renewable energy; transport and flying; food; the things we buy and throw away; green infrastructure and nature-based solutions; and supporting and enabling residents and organisations to act.

74. Specific Areas of Consideration

75. Below are some examples of key areas where adaptation, amendments and consideration could be made to policies and strategies during the review process.

76. Sustainable Design (buildings and historic buildings)

- Sustainable design – update to incorporate principles (Salt Cross policies 1,2,3)
- Consider updating in line with latest policies controlling zero carbon building and place making (see Salt Cross requirements, or Manchester climate committee recommended policies) especially the ‘environmental sustainability’
- Worth setting out how historic buildings can be retrofitted E.g. bespoke internal glazing, roof insulation, location of solar thermal/PV, by elevating some of the guidance into this policy level
- Potential further guidance on adapting historic buildings.

77. Transport

- Car parking – EV points, cycling storage, walking and car sharing. Potential differences based on location/settlement hierarchy.
- Active Travel – term used to describe walking and cycling for purposeful journeys to a destination, or in combination with public transport.

78. Transport will also be a key issue with regards to the review and in improving the Park’s carbon baseline. Work has previously been undertaken by partners and colleagues within the Authority in this regard, such as the Martin Higgitt Report.

79. Biodiversity

- Strengthen biodiversity and net gain – both helping nature and also regulating and helping adapt to the impacts of climate change.
- Urban greening and biodiversity net gain
- In terms of facilitating species adaptation and migration through protecting habitat connectivity corridors and enhancing biodiversity – there is a need to identify where this needs to happen and how it is realised in the plan (for example identify areas in or near settlements which are considered to be areas for biodiversity improvement or corridors).



80. In terms of a Green Infrastructure Assessment (GIA), Planning Policy Wales (edition 11) describes a GIA as ‘an integrated map-based evidence resource which uses existing datasets and the best available information to map existing green infrastructure and ecological assets’. The GIA will be used to develop a robust approach to enhancing biodiversity, increasing ecological resilience and improving well-being outcomes. The benefits of Green Infrastructure in environmental and climate change terms include;

- Protecting and enhancing biodiversity by safeguarding existing habitats and creating new ones
- Improve biodiversity and ecosystem resilience by linking existing natural habitats to create broader green corridors which enable species movement in a changing climate.
- Reducing CO2 emissions by providing non-vehicular travel routes and encouraging walking and cycling
- Providing carbon storage and sequestration in vegetation
- Mitigating against extreme weather conditions by providing shelter and protection from strong winds and extreme heat
- Managing flood risk through absorption of heavy rainfall
- Reducing the need to use energy to heat and cool buildings.

81. Work on the National Park’s GIA will commence during 2024.

82. Addasiadau

- Cryfhau addasu (yn enwedig rôl y tir wrth ddarparu ffyrdd o addasu, cynyddu gorchudd coed, peidio ag adeiladu ar orlifdiroedd, adfer mawn, glannau afonydd / lliniaru llifogydd, gwella cyflwr cynefin, gwella iechyd y pridd, gwella gwytnwch glaswelltir i sychder gan ennill statws cynefin lle bo'n bosibl, gwella'r gallu i wrthsefyll lledaeniad tanau gwyllt yn enwedig ar y rhyngwyneb trefol / gwledig ac ar / ger tir cynefin, SUDS)
- Mae'n bosibl bod angen iddo fod yn fwy rhagweithiol a bod manteision amgylcheddol i waith amddiffyn yr arfordir ac amddiffyn rhag llifogydd, o bosibl yn bolisi is-set ar gyfer afonydd ac arfordiroedd ar wahân. Asesu'r cwmpas / sgôp i reoli aberoedd, morfeydd heli, morwelltau a gwastadeddau llaid – sydd oll yn bwysig ar gyfer dal a storio carbon. Byddai angen i hwn fod yn brosiect ar y cyd â phartneriaid eraill ee creigresi Sabellaria spinulosa (llynghyren / mwydyn dreiniog) a allai fod yn werthfawr oddi ar Ynys Mochras hefyd, sy'n dda ar gyfer bioamrywiaeth ac amddiffyn yr arfordir.

83. Ynni a Gwastraff

- Posiblwydd defnyddio modelau a ddefnyddir mewn enghreifftiau eraill i roi manylion mwy cynhwysfawr am ofynion datganiadau ynni.
- Mae'r polisi presennol yn nodi, "lle bynnag y bo'n bosibl dylai pob adeilad newydd, gan gynnwys estyniadau, ystyried y potensial ar gyfer gwneud y mwyaf o dechnolegau ynni adnewyddadwy" – gallai newid polisi olygu bod sero net yn fan cychwyn gydag eithriadau am resymau safle-benodol.
- Mae'r polisi presennol hefyd yn nodi "Bydd meicrogynhyrchu a pheiriannau ynni adnewyddadwy cymunedol ar raddfa fach yn cael eu cefnogi yn enwedig lle maent yn cyfrannu at wella ansawdd bywyd mewn cymunedau llai" – Mae'n bosibl y bydd angen ystyried treulio anaerobig a phrosiectau cymunedol yn ogystal ag ôl-ffitio system ynni carbon isel / di-garbon ar adeiladau presennol (er enghraifft yn Y Bala a Dolgellau – cynlluniau gwresogi ardal). Angen posibl am bolisi penodol ynghylch penderfyniadau ar geisiadau i ôl-ffitio systemau ynni yn yr ardaloedd hyn a dyraniadau safleoedd. Angen meddwl hefyd am fapio defnyddiau, defnyddwyr gwres a chynhyrchwyr gwres a'u cydleoli cyn belled ag y bo modd ee canolfannau hamdden a diwydiant ar raddfa fechan.
- Gosod cynlluniau ar gyfer ysgolion a chanolfannau hamdden sy'n darparu canolbwyntiau i ôl-ffitio gwresogi ardal yn y gymuned gyfagos. Angen darparu lle ar gyfer hyn fel y gall datblygiad ddod ymlaen yn y dyfodol.
- Cynnwys potensial treulio anaerobig (sy'n cynnwys buddion eilaidd economi gylchol a lleol, effeithlonrwydd maetholion, a ffynhonnell refeniw (yn bennaf cynhyrchu ynni)
- Datganiadau Ynni – Er eu bod wedi'u cynnwys ar hyn o bryd ym Mholisi Datblygu 3: Ynni fel gofyniad lle bo'n briodol, mae'n ansicr pa mor aml y bu angen hyn fel rhan o geisiadau cynllunio – Byddai hyn yn cael ei ddiwygio yn yr adolygiad. Mae Datganiad Ynni yn ddogfen fanwl sy'n nodi'r atebion mwyaf addas a chost-effeithiol i leihau allyriadau carbon ac integreiddio technolegau ynni adnewyddadwy Carbon Isel neu Ddi-garbon (LZC).



84. Casgliad

85. Asesiad o bolisiau a sylwadau ychwanegol dilynol a wnaed yn ystod yr adroddiad adolygu; ysbrydoliaeth gan awdurdodau a sefydliadau eraill; yn ogystal ag astudiaethau posibl y gellir eu cynnal, bydd yn helpu i lywio ymateb y Parc Cenedlaethol a'r adolygiad o'r CDLI er mwyn gwella a chryfhau ei strategaeth a pholisiau carbon a newid yn yr hinsawdd.

86. Bydd yn allweddol sefydlu a chynnal deialog rhwng Awdurdod y Parc Cenedlaethol a Gweinidogion Llywodraeth Cymru yn ogystal ag ymgynghori â'r cyhoedd. Gellid cynnal gweithdai penodol hefyd ar agwedd carbon a newid hinsawdd y CRhPC a'r CDLI fel rhan o'r broses adolygu.

ADRAN 5:

ARWEINYDDIAETH AC EIRIOLAETH

87. Mae'r adran olaf hon yn canolbwyntio ar rôl arweiniol ac eiriolaeth yr Awdurdod. Mae Adrannau 2 a 3 wedi cyfeirio at weithredu uniongyrchol a'r rôl alluogi wrth leihau carbon trwy bolisiâu a phrosiectau'r Awdurdod yng Nghynllun Eryri a'r CDLI. Bydd yr Adran hon yn canolbwyntio ar rôl yr Awdurdod fel 'partner dibynadwy' sydd wedi'i wreiddio yn y gymuned leol, a fydd yn ddi-os yn bwysig i wireddu'r nod o leihau ôl troed carbon yr ardal.

88. Mae'r Cenhedloedd Unedig, Llywodraeth y DU, Llywodraeth Cymru a'r rhan fwyaf o Awdurdodau Lleol Cymru wedi datgan argyfwng hinsawdd. Mae gan yr Awdurdod hwn, trwy ei lythyr Tymor Llywodraeth a dibenion statudol, rôl arwyddocaol wrth ymateb i newid hinsawdd a'r dirywiad mewn natur. Mae gan Barciau Cenedlaethol rôl gynyddol i godi ymwybyddiaeth o'r angen i weithredu ar faterion o'r fath. Rydym yn ystyried bod Awdurdod Parc Cenedlaethol Eryri, fel partner dibynadwy sydd wedi'i wreiddio yn y gymuned leol, mewn sefyllfa arbennig o dda yn y rôl codi ymwybyddiaeth hon.

89. Ras i Sero

90. Mae Eryri bellach wedi ymuno â menter arweinyddiaeth hinsawdd Ras i Sero a gefnogir gan y Cenhedloedd Unedig - ynghyd â'r rhan fwyaf o Awdurdodau Parciau Cenedlaethol eraill y DU. Mae Ras i Sero yn amlygu'r angen i gymryd camau llym ac ar unwaith i haneru allyriadau byd-eang erbyn 2030 a sicrhau byd di-garbon net iachach a thecach.

91. Lansiwyd Ras i Sero yn ffurfiol ddwy flynedd yn ôl i:

- Strwythuro rôl ar gyfer actorion di-wladwriaeth i helpu i ysgogi datgarboneiddio holl bwysig
- Symud y ddadl fyd-eang o weithredu hirdymor 2050 i weithredu tymor agos 2030
- Ganolbwyntio uchelgais ar 1.5 nid 2 radd
- Cyflwyno mwy o drylwyredd a thryloywder
- Cadw'r ffocws byd-eang ar adeiladu dyfodol iachach tecach

92. Mae gan Barciau Cenedlaethol yn fyd-eang rôl holl bwysig i'w chwarae wrth ymateb i'r argyfwng hwn - drwy arwain atafaelu carbon ar sail natur ar raddfa tirwedd, a thrwy fod yn rhan o'r fyddin rheng flaen o ran datgarboneiddio mewn lleoliad gwledig. Mae hon yn rôl strategol na all unrhyw endidau eraill ei harwain. Parciau Cenedlaethol y DU fydd y Parciau Cenedlaethol cyntaf yn y byd i ymuno â Ras i Sero y Cenhedloedd Unedig.



93. Drwy ymuno â Ras i Sero, mae'r Awdurdod wedi ymrwymo i'r pum maen prawf a ganlyn:

- **Addewid:** gwneud y mwyaf o ymdrech tuag at neu y tu hwnt i gyfran deg o'r gostyngiad byd-eang o 50% mewn nwyon tŷ gwydr sydd ei angen erbyn 2030, a chyrraedd sero net erbyn 2050 fan bellaf.
- **Cynllun:** o fewn 12 mis datblygu cynllun lleihau allyriadau ar sail tystiolaeth yn unol â'r addewid.
- **Ymlaen:** cymryd camau ar unwaith tuag at gyflawni'r addewid.
- **Cyhoeddi:** ymrwymo i adrodd ar ddata a chamau gweithredu mewn perthynas â chyflawni'r addewid, yn gyhoeddus ac o leiaf bob blwyddyn - gan fwydo i Borthol Gweithredu Hinsawdd Byd-eang UNFCCC.
- **Perswadio:** alinio gweithgareddau llobio ac eiriolaeth gyda sero net trwy gefnogi polisiau hinsawdd sy'n gyson â'r meini prawf Ras i Sero yn rhagweithiol.

94. Mae ymrwymo i weithredu i gyrraedd nod datgarboneiddio yn golygu rôl arweiniol i'r Awdurdod wrth weithio gyda thirfeddianwyr a rheolwyr, trigolion, sefydliadau partner, rhanddeiliaid a'r cyhoedd – yn hytrach na disgwyliad y bydd gan Awdurdod y Parc Cenedlaethol y pwerau a'r adnoddau i gyflawni y targed ei hun. Mae'r rôl arweinyddiaeth hon yn un y mae awdurdodau Parciau Cenedlaethol yn brofiadol ynddi. Mae aelodau dinasoedd ac awdurdodau lleol Ras i Sero yn mabwysiadu'r un dull gweithredu ac nid yw'n unigryw i Barciau Cenedlaethol.

95. I raddau, rydym eisoes wedi dechrau ar y daith hon – gyda pholisiau a phrosiectau lleihau carbon y cyfeiriwyd atynt eisoes yn ein Cynllun Rheoli a'n CDLI. Fel y crybwyllwyd eisoes mewn man arall, rydym hefyd wedi comisiynu astudiaethau i'n helpu ar ein llwybr i sero net – drwy adroddiad Small World Consulting a'r astudiaeth gan ganolfan Tyndall a ragflaenodd hyn. Yn olaf, mae'r Strategaeth Carbon Isel hon hefyd sy'n ceisio dod â'r wybodaeth ynghyd.

96. Mae'n bwysig yn awr i'r Awdurdod adeiladu ar y rôl arweinyddiaeth ac eiriolaeth hon – drwy hyrwyddo'r egwyddorion a nodir yn y Strategaeth hon, sicrhau bod y CDLI a Chynllun Eryri yn uchelgeisiol wrth sicrhau llwybr i sero net, a dod â'n partneriaid allweddol niferus a'n cymunedau lleol hefo ni ar y daith hon.

ATODIAD 1

GWAITH GWEDD 1 CYNHYRCHIWYD GAN GRWP CRAFFU AELODAU – CARBON* (2021) – CWMPAS Y GWAITH DAD-GARBONEIDDIO – PRESENNOL A POTENSIAL.

*aelodaeth y Grwp: Mr Brian Angell (cadeirydd y grwp), Cyng John P Roberts, Mr Tim Jones

PWÊR / YNNI	
Cyfraniad Presennol:	Beth arall y gellir ei wneud? Materion ar gyfer Strategaeth Garbon yr Awdurdod
<p>Gosod pwyntiau gwefru cerbydau trydan mewn lleoliadau strategol o fewn y Parc Cenedlaethol (Gweler hefyd bolisi B4.2)</p> <p>Parhau i gefnogi cynlluniau ynni gwyrdd ar raddfa briodol ac wedi'u lleoli'n briodol sy'n eiddo i'r gymuned - yn unol â'r CDLI</p> <p>Ynni adnewyddadwy a chynaliadwy ar raddfa briodol</p> <p>Polisiâu CDLI sy'n annog dylunio cynaliadwy da / cartrefi carbon isel?</p>	<p>Mesur carbon o osodiadau pŵer – pa wahaniaeth y mae pwyntiau gwefru cerbydau trydan a chartrefi carbon isel yn ei wneud mewn gwirionedd ?</p> <p>A ddylai polisiâu cynllunio fynd ymhellach o ran annog cartrefi carbon isel neu hyd yn oed di-garbon?</p>
ADEILADAU	
Cyfraniad Presennol:	Beth arall y gellir ei wneud? Materion ar gyfer Strategaeth Garbon yr Awdurdod
<p>Annog adeiladau cynaliadwy ym mholisiâu'r CDLI</p> <p>Strategaeth CDLI Cyffredinol o ganolbwyntio adeiladau / datblygiad newydd i aneddiadau presennol er mwyn lleihau teithiau car. Fodd bynnag, bydd natur wledig yr ardal yn dal i olygu dibyniaeth ar geir preifat. Gall hyn fod yn arbennig o wir pan fydd safleoedd megis Parth Menter Eryri (Llanbedr a Thrawsfynydd) yn cael eu datblygu.</p>	<p>A all / a ddylai polisiâu CDLI a Chynllun Eryri fynd ymhellach a chynnwys ymrwymiad llawer cryfach i adeiladau carbon isel a di-garbon? A yw di-garbon yn ddyhead polisi economaidd realistig yn Eryri?</p> <p>Yn y tymor byrrach, a oes potensial ar gyfer canllaw dylunio i wella safonau lleihau carbon mewn adeiladau newydd?</p>

<p>Cynllun Rheoli yn annog effeithlonrwydd ynni mewn adeiladau</p> <p>Mae'r Rhaglen Waith Gorfforaethol yn cydnabod bod cyllid wedi'i sicrhau i asesu Ardaloedd Cadwraeth, a fydd yn cynnwys elfen sy'n asesu cwmpas eu gwneud yn fwy effeithlon o ran ynni.</p> <p>Prosiect Rhaglen Waith Gorfforaethol i barhau â phrosiectau Datgarboneiddio ym mhrif adeiladau APCE i leihau colledion gwres a gwastraff ynni</p> <p>Gweithio gyda phartneriaid allweddol ee Swyddog Arbed Ynni Cyngor Gwynedd</p>	<p>A all Strategaeth Ofodol y CDLI a Chynllun Eryri fynd ymhellach i atal dibyniaeth ar geir preifat? Gallai Astudiaeth Trafnidiaeth a Chludiant Martin Higgitt Astudiaeth lywio hyn?</p> <p>Yn gysylltiedig â'r uchod, codwyd a oedd y fframwaith Asesiad Cynaliadwy presennol sy'n ofyniad statudol ar gyfer cynhyrchu'r CDLI a Chynllun Eryri yn addas i'r diben ac yn CAMPUS - ac a ellid diwygio hwn i adlewyrchu blaenoriaethau cyfredol Llywodraeth Cymru yn well;</p> <p>Cyfleoedd i uwchsgilio / hyfforddi adeiladwyr mewn deunyddiau adeiladu cynaliadwy? (mae hyn yn rhannol gysylltiedig â'r prosiect arfaethedig ar Ardaloedd Cadwraeth)?</p> <p>A all yr Awdurdod wneud unrhyw brosiectau arddangos? Gallai hyn fod yn gysylltiedig â hyfforddiant ar uwchsgilio / adeiladu</p>
CLUDIANT	
<p>Cyfraniad / Ymrwymadau Presennol:</p>	<p>Beth arall y gellir ei wneud? Materion ar gyfer Strategaeth Garbon yr Awdurdod</p>
<p>Nod y CDLI yw canolbwyntio datblygiadau newydd mewn aneddiadau presennol, a ddylai fel arfer fod yn agosach at gyfleusterau trafndiaeth gyhoeddus presennol (a ategir hyn gan agosrwydd datblygiadau newydd at arosfannau bysiau).</p> <p>Mae meysydd parcio newydd mewn cefn gwlad agored yn cael eu rheoli'n llym gan bolisiau presennol.</p> <p>Mae'n rhaid i ddatblygiadau newydd ar raddfa fawr fod yn hygyrch trwy gyfrwng gwahanol ddulliau o deithio;</p> <p>Strategaeth trafndiaeth gyhoeddus a pharcio yn ardaloedd Yr Wyddfa ac Ogwen i ddarparu a gweithredu argymhellion.</p> <p>Sefydlu a chytuno ar gylch gorchwyl ar gyfer gweithgor trafndiaeth a pharcio ar gyfer Eryri.</p> <p>Gwella gwybodaeth am ddewisiadau trafndiaeth gynaliadwy i ymwelwyr.</p>	<p>Datblygu ymhellach yr egwyddorion a sefydlwyd gan Martin Higgitt, ac o bosibl eu cymhwyso i rannau eraill o'r PC;</p> <p>A oes modd meintioli effeithiau carbon defnydd trafndiaeth yn y Parc Cenedlaethol. Byddai hyn yn galluogi penderfyniadau cynllunio mwy gwybodus i gael eu gwneud - ar hyn o bryd mae datblygiadau sy'n dibynnu ar geir yn dal i gael eu cymeradwyo</p> <p>Angen strategaeth i reoli defnydd trafndiaeth o Ardal Fenter Eryri</p> <p>Datblygu rhwydwaith beicio sy'n gwasanaethu cymunedau lleol, addysg a chyflogaeth - ac nid twristiaeth / hamdden yn unig</p> <p>Cyfraniad yr Awdurdod trwy barhau i ddatblygu fflyd o gerbydau trydan, ond hefyd gweithio o gartref ac ati</p>

<p>Gosod pwyntiau gwefru cerbydau trydan mewn lleoliadau strategol o fewn y Parc Cenedlaethol</p> <p>Gweithredu mesurau trafndiaeth a theithio gwyrddach i leihau allyriadau carbon.</p> <p>Annog atebion yn y gymuned.</p> <p>Awdurdod yn datblygu fflyd o gerbydau trydan</p> <p>Sicrhau bod llwybrau trafndiaeth gyhoeddus wedi'u cysylltu'n glir â llwybrau a llwybrau a hyrwyddir.</p> <p>Gwella gwybodaeth a marchnata mewn perthynas â sut mae pobl yn cyrraedd y parc ac yn teithio o gwmpas, gan sicrhau bod yr opsiynau mwyaf cynaliadwy yn cael eu hyrwyddo a'u hamlygu.</p>	
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SECTOR DIWYDIANNOL

Cyfraniad / Ymrwymadau Presennol:	Beth arall y gellir ei wneud? Materion ar gyfer Strategaeth Garbon yr Awdurdod
<p>Mae Cynllun Eryri yn ceisio cefnogi a hyrwyddo cyfleoedd hyfforddiant, cyflogaeth a busnes sy'n ymwneud neu'n ategu ail bwrpas a Nodweddion Arbennig y Parc Cenedlaethol, a'r thema iechyd a lles.</p> <p>Mae'r CDLI yn ceisio hyrwyddo cyfleoedd cyflogaeth o faint rhesymol, gan gynnwys Ardal Fenter, yn y Parc Cenedlaethol.</p>	<p>Yn sicr mae cyfleoedd i'r Awdurdod hyrwyddo'r economi Werdd a Chylchol o fewn y PC - bydd hyn yn helpu i annog a datblygu diwydiant carbon isel.</p>

DEFNYDD TIR / AMAETHYDDIAETH

Cyfraniad / Ymrwymadau Presennol:	Beth arall y gellir ei wneud? Materion ar gyfer Strategaeth Garbon yr Awdurdod
<p>Mae polisiâu CDLI yn ceisio gwarchod adnoddau naturiol, bioamrywiaeth, geoamrywiaeth, treftadaeth ddiwylliannol a nodweddion arbennig y Parc Cenedlaethol. Mae coetiroedd hefyd yn cael eu hamddiffyn yn hyn o beth ac mae datblygiadau'n cael eu gwthio tuag at aneddiadau presennol. Fodd bynnag, nid oes targed penodol ar gyfer ailraddio'r polisi hwn o ran allyriadau carbon neu ddal a storio carbon.</p> <p>Cydlynu cynhyrchu Cynllun Gweithredu Adfer Natur (CGAN) ar gyfer Eryri i gynnwys y data diweddaraf a thargedau bioamrywiaeth penodol.</p>	<p>Adeiladu ar y prosiectau presennol hyn – bydd tynnu'r rhain ynghyd mewn strategaeth garbon gydlynol yn gwneud y llwybr at ddefnydd tir carbon isel yn llawer haws i'w ddeall.</p> <p>Rhaid datblygu ymhellach rôl yr Awdurdod fel partner gyda Llywodraeth Cymru mewn unrhyw gynllun rheoli tir yn y dyfodol, gyda phwyslais ar gynlluniau pori cynaliadwy.</p>

<p>Ailgysylltu ardaloedd darniog o goetir.</p> <p>Ehangu gorchudd coed brodorol ar dir y Parc Cenedlaethol. Annog rheolaeth fel y gwneir y gorau o goetiroedd presennol i ddiogelu eu cyflwr ecolegol. e.e Coedwigoedd Glaw Celtaidd LIFE</p> <p>Parhau i ddefnyddio a gwella dalfeydd carbon naturiol o fewn y Parc Cenedlaethol. Lleihau, a lle bo'n bosibl gwrthdroi, erydiad a diraddio mawndiroedd, gan gynnwys drwy gau gafaelion yn yr ucheldiroedd ac adfer mawnau amaethyddol yr iseldir.</p> <p>Archwilio gwrthbwysu carbon a chyfleoedd ar gyfer cymorth ariannol ar gyfer gwrthbwysu carbon.</p> <p>Annog cynnal a chadw glaswelltir parhaol ac osgoi aflonyddwch pridd.</p> <p>Ymchwilio i ddefnydd tir a phatrymau newid er mwyn gwella gwneud penderfyniadau ymhellach</p> <p>Creu a mireinio cynllun nwyddau cyhoeddus</p>	<p>Datblygu ymhellach brosiectau Cod Mawndir / Cod Carbon, ynghyd â chamau gweithredu eraill yn Strategaeth Mawndiroedd yr Awdurdod.</p> <p>Archwilio'r potensial ar gyfer credydau carbon a chynllun masnachu</p> <p>Bydd Adfer Natur yn amcan pwysig i Lywodraeth Cymru – a bydd angen i'r Awdurdod gynnwys hyn mewn unrhyw strategaeth carbon isel sydd ar ddod. Mae cysylltiad agos rhwng hyn ac adroddiad SoNaR CNC.</p> <p>Mae 2 bwnc mawr heb eu harchwilio y mae'n rhaid i'r Awdurdod eu datblygu ymhellach - y Goedwig Genedlaethol a'i thargedau plannu coetir cysylltiedig a'r cynllun cymorth newydd ar gyfer Amaethyddiaeth yng Nghymru. Felly mae angen gwneud rhagor o waith ar y rhain.</p> <p>Mae ymchwil ar blannu coed v aildyfiant naturiol (ystyrrir rhododendron a rhedyn ungoes yn broblemus) yn gofyn am ddealltwriaeth well gyda'r pethau cadarnhaol a negyddol a ddatgelir .</p> <p>Brocer Carbon: Gwaith yn mynd rhagddo gyda swyddogion Llywodraeth Cymru i lunio cais am grant a chwmni Palladium ynghylch ymarfer portffolio Sero Net gyda Natur Parciau Cenedlaethol Cymru ar y cyd</p>
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RHEOLI GWASTRAFF

Cyfraniad / Ymrwymadau Presennol:	Beth arall y gellir ei wneud? Materion ar gyfer Strategaeth Garbon yr Awdurdod
<p>Mae Cynllun Eryri yn cynnwys llawer o gamau gweithredu mewn perthynas â rheoli gwastraff gan gynnwys – er na fydd pob un o'r rhain o reidrwydd yn effeithio ar gyfrif carbon y Parc Cenedlaethol;</p>	<p>Mae llawer o'r rhain yn gynlluniau cadarnhaol y dylid eu datblygu ymhellach – er bod llawer o bosibl yn gysylltiedig â strategaethau newid ymddygiad ehangach yn hytrach nag yn uniongyrchol i leihau effeithiau carbon.</p>
<p>Ymchwilio i symudiad tuag at ddefnyddio pecynnau mwy cynaliadwy yn ein siopau manwerthu</p>	
<p>Ymchwilio i symudiad i 'ardaloedd di-blastig' yn Eryri a nodi dewisiadau eraill dichonadwy</p>	
<p>Archwilio'r posibilrwydd o ddatblygu'r pentref/ rhanbarth ail-lenwi dŵr rhad ac am ddim cyntaf yn y Parc Cenedlaethol</p>	

Gweithio gydag ymgyrchoedd lleihau sbwriel presennol a gweithredu negeseuon ar raddfa leol

Gweithio gyda phartneriaid perthnasol i sicrhau dull cydgysylltiedig o reoli digwyddiadau a drefnir yn gynaliadwy

Gweithio o fewn partneriaethau cenedlaethol i rannu arfer dda

Cynnal a gweithredu Strategaeth Hamdden i reoli unrhyw wrthdaro posibl rhwng defnyddwyr yn gynaliadwy

O ran y CDLI, bydd cyfleusterau rheoli gwastraff mwy yn cael eu lleoli yn gyffredinol y tu allan i'r Parc Cenedlaethol.