

16 Schedule of Mitigation and Monitoring

16.1 Introduction

- 16.1.1 This chapter provides a consolidated schedule of mitigation and monitoring measures proposed to avoid significant adverse effects and enhance beneficial effects from the Proposed Development. The chapter also sets out the monitoring arrangements relating to significant adverse effects.

16.2 Proposed Mitigation

- 16.2.1 Embedded mitigation measures which are inherent in the design of the Proposed Development and have been considered in the initial assessment of effects and are identified in each technical chapter. The Framework CEMP (**Appendix A.9**) is considered to be embedded mitigation and will be taken forward by the Principal Contractor(s) for each phase of development. The Framework CEMP contains construction mitigation measures related to archaeology and built heritage, landscape and visual, biodiversity, transport, air quality and dust, noise and vibration, soil resources and pollution.
- 16.2.2 **Tables 16.1** and **Table 16.2** below outline ‘further’ mitigation measures which are required in addition to embedded mitigation measures to further reduce potential significant adverse effects (**Section 3.4**). **Table 16.1** details further mitigation and enhancement measures to be implemented during the construction phase of the Proposed Development. **Table 16.2** details further mitigations for the operational phases of the Proposed Development. A summary of the nature of each measure is provided from the relevant technical assessment section of this ES. The technical discipline chapters (**Chapter 7-14**) should be referred to for additional details of the required measure(s).

16.3 Proposed Monitoring

- 16.3.1 Part 1(2) of the EIA Regulations defines a ‘monitoring measure’ as a *‘provision requiring the monitoring of any significant adverse effects on the environment of Development including any measures contained in — (a) a condition imposed on the grant of planning permission; or (b) a planning obligation’*.
- 16.3.2 As required by the EIA Regulations, this chapter sets out any monitoring proposed during construction (**Table 16.3**) and operation of the proposed development (**Table 16.4**), as identified in the relevant topic chapters. The monitoring detailed is in relation to monitoring required for significant adverse effects.

Table 16.1: Summary of Proposed Further Mitigation During Construction

Chapter Reference	Further Mitigation during Construction
Chapter 7: Socioeconomics	No further mitigation has been identified for socio-economics for the construction phase.
Chapter 8: Transport and Access	Construction traffic was scoped out of the ES, therefore no construction-related mitigation measures have been included.
Chapter 9: Air Quality	With standard mitigation measures from the IAQM guidance (IAQM, 2014) in place as embedded mitigation the impacts of dust and PM10 during the construction phase are considered to be 'not significant' and no further mitigation is required.
Chapter 10: Noise and Vibration	No further mitigation has been identified for noise and vibration.
Chapter 11: Landscape and Visual	There will be opportunity at detailed design stage to refine the locations of taller buildings within proposed land uses, to minimise visual impacts; for example, the two proposed landmark tall buildings (up to 30 storeys each). The information in the ZTV plans Figures 11.3 to 11.5 inclusive and the results of the LTVIA can be utilised to guide detailed design to minimise visual impacts. The overall landscape structure throughout the Proposed Development would be enhanced by the establishment of trees on streets and in squares or courtyards and gardens. Careful design of buildings to incorporate good sized street tree planting, as well as to work with existing Site levels, to minimise cut and fill, and avoid steep drives and high retaining walls would assist with reducing visual effects. The scale and height of development as set out in the parameter plans have been designed to be acceptable limits within the townscape and Site's context, taking into account the planned regeneration for the neighbourhood and current planning policy. As noted above, there will be opportunity at detailed design stage to refine the locations of taller buildings to minimise visual impacts, and the results of the LTVIA can be utilised to guide detailed design to minimise visual impacts. In addition, development would take design references from the local vernacular and the design principles set out in the Design and Access Statement. Considered use of colour, materials and textured finishes is recommended to minimise unnecessary or unintended visual impacts upon views from the wider area, and to aid integration within the urban surroundings.

Chapter Reference	Further Mitigation during Construction
	Provision of additional screening and reinforcement of existing, retained townscape/landscape features would be achieved by reinforcing tree planting around Filton Wood, to the south of the earth sculpture and along the Henbury Trym watercourse corridor, to provide successive planting for the future. The parameter plans indicate a green infrastructure framework which includes for the retention of existing vegetation and mature trees where possible and practicable. It is expected that there would be new woodland and landscape planting around Filton Wood, extending south through the proposed green corridor; and there is opportunity for detailed design to incorporate new street tree planting along principal routes, squares and gardens; new tree and landscape planting within the Brabazon Park and other open spaces; and new tree / landscape planting to the Site's boundaries. A strong landscape structure will help to create a strong sense of place and distinctive character, create an attractive environment within which to live and work, and help to soften the appearance of development in the urban area.
Chapter 12: Biodiversity	No significant adverse impacts are reported therefore no further mitigation is required during the construction phase.
Chapter 13: Wind Microclimate	Examples of further mitigation that may be effective and would be considered during the detailed design stage and secured through Reserved Matters would include, but would not be limited to, the following: ■ Recessing entrances by at least 1.5m if this was compatible with the design of the building, or the introduction of side screens ■ Introduction of soft landscaping elements such as tree planting, green screens and planters or green infrastructure as per the Landscape Parameter Plan to the thoroughfares or any recreational areas (including the recreational areas within the schools) that exceed comfort criteria. ■ Where required, screens, canopies and other architectural features may also be implemented.
Chapter 14: Climate Change	Part 1: GHG Emissions Assessment All construction activity will be governed by Construction Traffic Management Plans (CTMP) which will be prepared prior to the commencement of construction works at the Site and would be secured through a planning condition as part of the CEMP. A Framework CEMP has been submitted with this planning application, upon which the detailed CEMP will be based. The CTMP will

Chapter Reference	Further Mitigation during Construction
	set out the routing plans for working and deliveries, scheduling and timing of deliveries, and logistics plans. Compliance with the CEMP requirements will be mandatory for all principal contractors appointed. Recycled materials will be utilised where possible, with the consideration of using materials that go through less energy-intensive processes and that can be sourced locally. Given the topography of the Site, construction of the Proposed Development will not generate significant cut material or require the importation of significant fill material. There are a number of UK organisations promoting the review and reduction of embodied carbon and supply chain emissions associated with construction as part of their sustainability initiatives. These include WRAP, the UK Green Building Council and the Green Construction Board. The Waste Management Plan (PBA, 2017) includes measures on material procurement and the use of material suppliers with environmental standards where possible. These measures will help to reduce embodied carbon. Part 2: Climate Change Risk Assessment No further mitigation measures were identified in the CCRA for the construction phase.

Table 16.2: Summary of Proposed Further Mitigation During Operation

Chapter Reference	Further Mitigation during Operation
Chapter 7: Socioeconomics	A shortfall in nursery provision has been identified though this may be met through commercial nursery provision as part of the Proposed Development up to 2036. However, additional nursery provision is likely required to meet demand resulting from the Proposed Development up to 2036. Additional demand will be placed on nursery provision up to 2048 which could be met through commercial or state nursery provision, or a combination of the two. It is anticipated that this would be addressed at the appropriate future phases of development. The requirement for and provision of nursery places will be discussed and agreed with SGC as the Proposed Development is implemented. This could be resolved through a further nursery being provided within the Site or potentially through Section 106 contributions to the delivery of extensions to other nurseries within the Education Study Area.
Chapter 8: Transport and Access	A Full Travel Plan that encourages travel by sustainable and active modes would be developed within six months of the commencement of Transport Phase 1, once it is fully understood how and why people travel to and from the Proposed Development. The travel plan will mitigate potential adverse effects measured by traffic increases as the travel plan aims to reduce overall long-term vehicular traffic by encouraging mode shift to walking, cycling and public transport, and therefore reduce the number of vehicular traffic generated by the Proposed Development. However, this will not have a direct impact on the assessed environmental effects and therefore is not included to mitigate any of the conclusions made.
Chapter 9: Air Quality	The impacts of the Proposed Development on local air quality are considered to be 'not significant' and therefore no further mitigation is considered to be required.
Chapter 10: Noise and Vibration	A noise strategy that seeks to deliver the optimum acoustic outcome for the Site, without design compromises that will adversely affect living conditions and the quality of life of the inhabitants, will be put in place at the detailed design stage. Appropriate acoustic specification of building facade elements will result in appropriate internal conditions being achieved in residential dwellings across the Site. Based on a review of external noise levels it is expected that appropriate internal noise levels can be achieved with the use of acoustic double glazing and acoustic trickle ventilation at properties directly adjacent to roads and the railway line. Away from roads, it is expected that appropriate internal noise levels can be achieved with the use of standard double glazing and trickle ventilation.

Chapter Reference	Further Mitigation during Operation
	Purge ventilation is required throughout all buildings to aid the removal of high concentrations of pollutants and water vapour. It is commonly provided simply by opening windows and doors. Internal noise levels will increase as a result of opening windows, however, due to the temporary and intermittent occurrence this is not expected to result in an unacceptable increase in internal noise levels. Mitigation measures are unlikely to be required for the majority of external private amenity areas. However, amenity areas close to the existing and proposed noise sources are likely to require mitigation measures to be considered during the detailed design of the scheme including: ○ Consideration of the layout of the buildings and the orientation to maximise acoustic screening of noise sensitive external areas from nearby noise sources. ○ Use of acoustic barriers to reduce noise levels in areas adjacent to the existing and proposed noise sources. The rating noise level of fixed plant and equipment noise should be controlled through careful design so that local specific target noise levels are achieved. This should be controlled through the use of an appropriate planning condition. Plant should be selected, located and attenuated so that a typical planning condition with regards to plant noise, is satisfied. It is likely that a combination of the following environmental noise control techniques would be implemented for the proposed employment and mixed-uses areas: ○ Enclosing noise generating plant within the building envelope; ○ Selecting 'low noise' plant items; ○ Positioning air intake/discharge louvres away from noise sensitive receptors; ○ Orientating air intake/discharge louvres away from noise sensitive receptors; ○ Attenuation of air intake/discharge louvres with duct mounted attenuators; and ○ Sound insulating plant housings/enclosures.

Chapter Reference	Further Mitigation during Operation
	Good school design will seek to minimise noise as far as possible. Mitigation measures to reduce the external ambient noise levels within the proposed schools site boundaries could include: ○ Consideration of the layout of the buildings and the orientation to maximise acoustic screening of noise sensitive external areas from nearby noise sources. ○ Use of acoustic barriers to reduce noise levels in areas adjacent to the existing and proposed noise sources.
Chapter 11: Landscape and Visual	The Site is located within an existing lit urban area, and within context of existing buildings, streets and consented future uses, including the YTL Arena at operation, that are or will also be lit at night. Any slight adverse impacts of lighting can be avoided by development control and detailed design. Careful consideration would be given to the height and type of street, amenity and building lighting to reduce adverse night-time lighting effects. Tree planting can also be used to help filter lighting effects and reduce adverse visual effects on the wider area.
Chapter 12: Biodiversity	An Ecological Mitigation and Management Strategy (EMMS) will be prepared for the Site. This strategy will include consideration of the maintenance / management measures associated with onsite ecological receptors that are to be retained, enhanced and created within the Proposed Development and will include any landscape proposals not specifically associated with the ecological management. A LEMP that formed part of the extant planning consent and has since being updated will provide the detail for the landscaping throughout the Site that is associated with the Green Infrastructure as well as species specific mitigation. For example, forming corridors, linking habitat and enhancements and compensation for the benefit of biodiversity with the Site. The LEMP will also prescribe the long-term management and protection of any created features and habitats. This document will be secured through the provision of conditions within the planning process. Monitoring of badger use on Site to further develop the strategy and establish the most appropriate mitigation for the species will also be undertaken. Artificial sett location and badger underpass locations will complement the LEMP and EMMS where landscaping will provide connectivity and habitat needs. This will be secured through the planning process in Reserved Matters applications. Lighting strategies will need to be implemented that will benefit a number of species to include, bats, dormice, badger and common bird species and will be targeted to avoid vegetated areas, leave dark corridors of habitat communication as well as reduce light spill both during operation by way of low level light columns, or in set pathway lights and directional or hooded lights,

Chapter Reference	Further Mitigation during Operation
	as well as the type of light used that would limit the impact on many species. This will be secured through the planning process in Reserved Matters applications.
Chapter 13: Wind Microclimate	The further mitigation measures proposed in relation to wind microclimate will be undertaken during the construction phase.
Chapter 14: Climate Change	Part 1: GHG Emissions Assessment The Proposed Development will be built out according to the relevant Building Regulations and standards that are applicable at the time. As a result of the uplifts in energy efficiency standards, it is anticipated that buildings at the Proposed Development will be built out to a high level of energy efficiency, thereby reducing the GHG emitted associated with heating and cooling of buildings. The energy efficiency requirements of the Building Regulations are set out in Part L of Schedule 1, as well as in a number of specific building regulations. Approved Documents L1A and L2A set out the requirements for conservation of fuel and power in new dwellings and non-domestic buildings, respectively. Updates to Approved Documents Part L1A and L2A were released in 2021, however the changes will not apply until 15 June 2022. These changes will therefore apply to the Proposed Development and will be considered in each Reserved Matters Application (RMA) that comes forward. As well as changes to Part L of the Building Regulations, a new Approved Document; Part O: Overheating has been introduced. However, although the changes will not apply until 15 June 2022, it is anticipated they will apply to the Proposed Development.. Part O looks at mitigating solar gain (heating due to direct sunlight) but also other causes of overheating due to uninsulated heating pipes, cylinders or lack of heating system controls. Abiding to the applicable Building Regulations will ensure that the Proposed Development is built with energy efficiency at the forefront, reducing GHG's associated with the burning of fossil fuels to heat and cool dwellings. It should also be noted that a Future Homes Standard (see Appendix I.1) will be coming forward and introduced by 2025. This will provide a pathway to a highly efficient non-domestic buildings which are "zero carbon ready, better for the environment and fit for the future". Two phases of consultation were undertaken, with the outcomes of this consultation to be implemented through a statutory instrument and new Approved Documents. The Design Code for the Eastern Framework (YTL, 2021) and the Energy Strategy (Ramboll, 2022) states a number of zero and / or low carbon solutions to be studied for possible inclusion. These include, but are not limited to the following:

Chapter Reference	Further Mitigation during Operation
	Residential ■ Air source heat pumps for heating and domestic hot water for an all electric-solution; ■ Solar thermal “top up system” for the domestic hot water to the apartments; ■ Home heat recovery ventilation (MVHR) where required; ■ House battery storage system to store off peak power and enabling less energy to be used at peak times; ■ Communal heating, including possible CHP, within areas of high density development; and ■ Waste water heat recovery. Commercial ■ Heat networked with ambient loop to future residential; ■ Solar thermal; and ■ Roof mounted PV; and ■ Waste water heat recovery. Within the Energy Statement provided by Ramboll (2022), a review of the Proposed Development has been undertaken with respect to the feasibility of installing an autonomous thermal energy network which provides heating and cooling to both the residential and commercial developments throughout the site., The work to date has established that a thermal energy network , whether it be 4th-generation or 5th-generation, would provide a viable pathway to net zero through the integration of zero carbon heat sources and low carbon technologies. Whilst a thermal energy network would provide a more efficient carbon reduction solution, the adoption of building level low carbon technologies also presents a viable pathway to net zero. Further feasibility and project development work is required to determine the optimal solution, particularly in the context of the phased delivery of the Proposed Development. The Energy Strategy (Ramboll, 2022) for the Proposed Development has identified a number of opportunities for incorporating renewable and low carbon energy generation technologies. The most suitable technologies are anticipated to be building integrated photovoltaic panels (PV), the utilisation of zero carbon heat sources such as ground source and heat recovery from

Chapter Reference	Further Mitigation during Operation
	process cooling activities and wastewater systems, and the promotion of net zero ready heat pumps (both air source and water source) and chillers. These will be explored further at RMA stage. It should also be noted that the use of the CHP engine noted in ‘Network Scenario 1’ discussed earlier (paragraph 14.7.13), is seen as a short-term solution, no longer than a single lifecycle (15 years), which provides the development with a high degree of flexibility in terms of the reliance upon grid generated electricity. The lifecycle will allow for a sustained period of energy monitoring across the site to better understand the evolving energy demands, particularly power. This will allow for more informed discussions with the Distribution Network Operator (DNO) if, and when, additional grid capacity needs to be secured to support later phases of the development and minimises the short-term requirement for reinforcement works to support the constrained local electricity infrastructure. The bio-gas CHP also allows the Brabazon development to continue whilst retaining the option to easily integrate a connection to Bristol City Council’s (BCC) Strategic Heat Main (SHM) at some point in the short-medium term. The Outline Masterplan DAS (YTL, 2022) details an Urban Design Framework which should be used to inform future Design Codes and detailed design proposals. The Framework details a ‘Low Carbon Masterplan’ which states that “Development of the Brabazon masterplan will span beyond 2030, so is planning for a Net Zero Carbon future now with heat networks, renewable energy generation and storage, and micro-grid distribution’. It states that individual plots and buildings that come forward in RMA’s should submit an energy statement, as outlined above, and the use of gas should be avoided if possible. The following information outlines a number of strategies to discourage car use that are to be discussed with SGC and will be secured by way of a Planning Condition or S106 agreement to produce a Detailed Car Parking Management Plan: ■ Provide car club parking spaces; ■ Controlled Parking Zone (CPZ) to be implemented to minimise parking overspill on-street; ■ Car parking provision to be provided at a level below the car parking requirements stipulated by SGC The Applicant is proposing additional strategies that could be secured by way of a S106 agreement or Planning Condition with SGC. These include: ■ Providing incentives / subsidy to encourage the use of public transport to potentially, residents and staff (commercial and industrial sites);

Chapter Reference	Further Mitigation during Operation
	■ Providing Micro-mobility hubs with private and for hire e-scooters and e-bikes and associated parking spaces (on-street and within plot); and ■ Deliveries could be transferred to a micro-fulfilment centre within the site and then distributed to plots within the masterplan using a vehicle / cargo bike that will operate at full capacity. This strategy will reduce the number of delivery vehicles within the Site Another Approved Document of the Building Regulations; Part F: Infrastructure for Charging Electric Vehicles was published in 2021. Again however, the changes will not apply until 15 June 2022. This document focusses on electric vehicle charging points, noting that as petrol and diesel vehicles get phased out, having charge points properly planned and installed is important. As set out in the emerging Building Regulation Part F document, the requirement to install electric vehicle charge points applies for each associated parking space where both of the following apply: ■ The associated parking space is not within a covered car park; and ■ The average connection cost for each electric vehicle charge point connection is less than £3,600. When RMAs for individual plots come forward, this building regulation will be applicable and therefore the Proposed Development will be built out accordingly. 16.3.3 At detailed design, measures to reduce water demand and increase water efficiency in line with Building Regulations Part G will be considered which in turn will provide GHG emission savings. These measures may include measures such as: ■ Dual flush toilets and leak detection systems - to reduce water consumption and thereby reduce GHG emissions associated through the supply of water; ■ Flow control devices - to reduce the flow rate of kitchen sink and bathroom basin taps and thereby reduce GHG emissions associated through the supply of water; ■ Installing pulsed water meters with pulsed output and fitting sub-meters – to reduce the energy demands associated with water heating; and ■ Using water-efficient appliances (e.g. those with an ‘A’ or ‘B’ rating as defined by the European Water Label).

Chapter Reference	Further Mitigation during Operation
	Part 2: Climate Change Risk Assessment Building Regulations: As each plot comes forward in more detail, measures to reduce water demand and increase water efficiency in line with Building Regulations Part G will be considered to further increase resilience to droughts. This will in turn, also provide GHG emission savings. These measures may include measures such as: ■ Dual flush toilets - to reduce water consumption ■ Leak detection systems ■ Flow control devices - to reduce the flow rate of kitchen sink and bathroom basin taps ■ Installing pulsed water meters with pulsed output and fitting sub-meters – to reduce the energy demands associated with water heating ■ Using water-efficient appliances (e.g. those with an ‘A’ or ‘B’ rating as defined by the European Water Label). An Ecological Mitigation and Management Strategy (EMMS) will be prepared for the Site to be secured by way of planning condition. This report will include consideration of the maintenance / management measures associated with onsite ecological networks and features that are to be retained, enhanced and created within the Proposed Development. This would increase the long-term resilience of habitats and species within the Site and managing areas that may be affected by droughts. The Outline Masterplan DAS (YTL, 2022) and Eastern Framework Design Code (YTL, 2021) both establish the need to consider climate change, native species, resilience and biosecurity as important factors in selecting species. Selected species will include those tolerant to higher temperatures, drought resistant and need less irrigation. This will increase resilience and reduce pressure on water supply during a drought. The design of foundations and drainage within the Site will take into consideration the ground conditions and any sensitive clay soils with higher swell potential and will be designed in accordance with UK standards for the soil type and condition found on Site. Risk assessments will be undertaken to manage risks from future climate change in accordance with nationally accepted standards and guidance. This will be secured by way of a suitably worded Planning Condition.

Chapter Reference	Further Mitigation during Operation
	As noted in the Design Code for the Eastern Framework (YTL, 2021), TM52 and TM59 overheating assessments are to be carried out at the Reserved Matters stage which would identify mitigation measures to reduce adverse effects on future users of the Site.

Table 16.3: Summary of Proposed Monitoring During Construction

Chapter Reference	Monitoring Mechanisms during Construction
Chapter 7: Socioeconomics	No monitoring measures are required for socio-economics as no significant adverse effects have been identified.
Chapter 8: Transport and Access	Construction traffic was scoped out of the ES, therefore no construction-related monitoring measures have been included.
Chapter 9: Air Quality	No monitoring measures are required for air quality as no significant adverse effects have been identified.
Chapter 10: Noise and Vibration	No monitoring measures are required for noise and vibration as no significant adverse effects have been identified.
Chapter 11: Landscape and Visual	The proposed embedded mitigation measures would be monitored to check they deliver the desired level of mitigation initially through the detailed design and planning approvals process and also through the planning conditions associated with the extant planning permission where required.
Chapter 12: Biodiversity	No monitoring measures are required for biodiversity as no significant adverse effects have been identified.
Chapter 13: Wind Microclimate	No monitoring measures are required for wind microclimate as no significant adverse effects have been identified.
Chapter 14: Climate Change	Part 1: GHG Emissions Assessment Construction activities, including transport, energy consumption and plant emissions will be monitored and managed through the CEMP. Checks will be undertaken on the effectiveness of the CEMP. Should deficiencies be identified, the CEMP will be updated to ensure the document continues to fulfil its objectives. This will include a review of current legislation, standards, plant, processes, etc. Revised copies of the CEMP will be available to SGC as appropriate. In addition, consideration will be given to regular environmental audits of the construction works to ensure compliance with the CEMP. The scope of the audits include Waste Management & Duty of Care; Dust; Construction traffic; Fuel storage; Pollution; and Compliance with planning conditions.

Chapter Reference	Monitoring Mechanisms during Construction
	Part 2: Climate Change Risk Assessment No significant residual effects have been identified in relation to climate vulnerability and resilience during the construction phase, therefore, no monitoring is proposed.

Table 16.4: Summary of Proposed Monitoring During Operation

Chapter Reference	Monitoring Mechanisms during Operation
Chapter 7: Socioeconomics	A moderate adverse (significant) effect has been identified due to a shortfall in nursery provision. This will be monitored as phases of the Proposed Development come forward and provision requirements agreed with SGC.
Chapter 8: Transport and Access	The public transport capacity at Transport Phases 3 and 4 would be reassessed closer to the time at which the associated densification would be delivered. Should the impact remain significant, mitigation measures would be identified and agreed as part of this reassessment. The demand on the public transport network resulting from Arena trips in the PM peak would be reviewed by YTL before each major event and monitored as part of the Arena Monitoring Programme, which forms part of the Event Management Strategy secured as part of the Planning Conditions for the YTL Arena consented application. The Travel Plan will be monitored by the appointed Travel Plan Coordinator who will implement a programme to survey travel patterns and evaluate the success of the plan. Travel Plans are normally monitored on a five-year cycle and surveys would also be conducted during each transport phase to ensure that the mode share targets are met throughout the phases
Chapter 9: Air Quality	No monitoring measures are required for air quality as no significant adverse effects have been identified.
Chapter 10: Noise and Vibration	No monitoring measures are required for noise and vibration as no significant adverse effects have been identified.
Chapter 11: Landscape and Visual	When the Proposed Development is built out, checks will include ensuring that the public realm areas, open spaces and planting are implemented and managed appropriately.
Chapter 12: Biodiversity	Barn owl will continue to be monitored through the phases of the Proposed Development to assess the usage of the Site. This is secured through the Ecological Mitigation and Management Strategy. Some monitoring of the translocated GCN population is required to satisfy protected species legislation; this will be completed until the end of the 2022 survey season and is secured through the translocation licensing.

Chapter Reference	Monitoring Mechanisms during Operation
	Monitoring of badgers will be necessary to help predetermine the badger mitigation strategy that will lead to the evolution of mitigation. This is currently occurring approximately every 2 months and is secured through an existing planning condition that will be carried forward to planning conditions for the Proposed Development. Mitigation exclusion fencing will be checked approximately every 2 months to ensure that the strategies in place for common reptiles and great crested newt continue to meet the current and future needs of the Proposed Development in relation to species mitigation. This will be secured through the provision of conditions within the planning process, likely to be the EMMS.
Chapter 13: Wind Microclimate	No monitoring measures are required as no significant adverse effects have been identified.
Chapter 14: Climate Change	Part 1: GHG Emissions Assessment It is not considered proportionate to monitor the operational GHG emissions of the Proposed Development given that there are several sources of emissions, many of which that are out of the control of the Applicant as the occupiers are not yet known. ■ However, the travel patterns of future occupiers of the Proposed Development will be monitored through travel surveys, as identified in the Framework Travel Plan. ■ Energy use will be regulated as each phase comes forward in more detail, detailing how the energy commitments have been met through the design for each Phase, and building regulations will certify the Proposed Development to be delivered in accordance with the regulatory requirements. ■ Monitoring of the existing retained and proposed planting will be undertaken as part of the EMMS. Part 2: Climate Change Risk Assessment No significant residual effects have been identified in relation to climate vulnerability and resilience during the operation phase, therefore no monitoring is proposed. However, monitoring of the existing retained and proposed planting will be undertaken as part of the EMMS.