

**London Ashford Airport (Lydd) Call-In
Inquiry**

Statement of Common Ground

PINS ref: APP/L2250/V/10/2131934 &
APP/L2250/V/10/2131936

**LPA ref: Y06/1647/SH (New Runway
Building), Y06/1648/SH (Runway
Extension)**

Statement of Common Ground

between London Ashford Airport

(Lydd) and Kent Wildlife Trust

March 2011

London Ashford Airport (Lydd) Call-In Inquiry

Air Quality Statement of Common Ground

PINS ref: APP/L2250/V/10/2131934 & APP/L2250/V/10/2131936

LPA ref: Y06/1647/SH (New Terminal Building), Y06/1648/SH (Runway
Extension)

between London Ashford Airport Limited and Kent Wildlife Trust

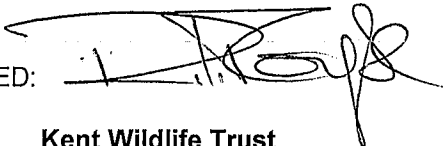
March 2011

This SoCG is prepared jointly and agreed by:

SIGNED: 

Indigo Planning Limited (on behalf of London Ashford Airport Limited)

DATED: 05/04/11

SIGNED: 

Kent Wildlife Trust

DATED: 30/3/11

Additional Monitoring Requirements

Introduction

This Appendix 1 sets out the additional monitoring required to assess changes in the frequency and abundance of species of specific conservation concern. It is aligned to the approach outlined in the Air Quality Monitoring Strategy (AQMS) and Vegetation Monitoring Strategy (VMS) set out in Appendices 1 & 2 of the Supplementary SoCG between the Applicant and Natural England (CD 4.9) dated 29 March 2011.

Aims of The Monitoring

The aims of the additional monitoring are:

1. to monitor the presence and trends in the population density of named species (flowering plants and invertebrates) of special conservation concern; and
2. to assist in the management of the vegetated shingle within the SSSI and SAC.

Assessment Criteria

The following quantitative measures will be used as indicators of or early warnings of potential change in the populations of the species of concern:

1. changes in the number of sites with occurrences of the species of concern (both plants and invertebrates); and
2. changes in the vegetation structure in permanent plots with occurrence of the species of concern.

The changes will be calculated in relation to a baseline survey, taking into account natural fluctuations.

Approach to Assessment

The assessment of the requirement for interventions by the Applicant will use the following approach:

Stage 1: Assess the condition of the vegetation communities in the vicinity of the Airport using the above criteria:

- 1a) If changes are detected, a decision to move to Stage 2 will be made in agreement with the Council and in consultation with Kent Wildlife Trust and Natural England;
- 1b) If the change is beneficial, no actions are required of the Applicant; and
- 1c) If the outcome of the consultation indicates a deleterious change, investigation of the potential causes will be triggered.

Stage 2: Investigation of potential causes for deleterious change:

- 2a) Investigate potential regional influences;
- 2b) Review the results of the air quality monitoring for nitrogen dioxide and deposition;
- 2c) Investigate other potential non-Airport related influences (agriculture); and
- 2d) Review Airport activities to identify potentially contributing factors other than nitrogen emissions to air.

This will involve monitoring at a maximum of seven sites for each SoC, with coincident monitoring selected wherever possible. There will be a presumption that the sites for each SoC will include, wherever possible, sample sites both near the runway and near the access road.

Determining Change

Having obtained annual survey data, the following analysis will take place. Changes will be determined by analysing time series of data from each individual site. Changes will be assessed against initial baseline data and the trends at the sites.

Plant data will be analysed using the Ellenberg N Index scores of the species present and increasing / decreasing in abundance to indicate high and / or changing nitrogen conditions (Pitcairn et al. 2006).

Investigation of the reasons for change

The aim of the investigation will be to identify both Airport and non-Airport related changes to the SoC and their habitats.

The investigation will consider, but not be limited to:

- a. The results of the air quality monitoring;
- b. Changes in any of the monitoring sites;
- c. Climatic conditions; and
- d. Checking for unusual events.

Any monitored change will trigger a discussion of results with KWT, Natural England and the Council. Consideration of whether a) investigation and b) remedial action is required will be undertaken on a case-by-case basis but it should be noted that change in a single year will not automatically trigger a requirement for remedial action.

Determining the Appropriate Remedial Action

As a basic principle, where a change in the occurrence of SoC or the vegetation structure of their habitats is recorded repeatedly over more than one year and Airport-related causes are identified, there will be assumptions that remedial action is required.

If air quality related causes are identified, the actions will be as per those outlined in this Appendix 1.

If non-air quality related causes are identified, the specific remedial actions will be developed on a case-by-case basis, in consultation with Natural England, KWT and the Council.

Remedial action, if required should be instigated within six months of identifying the need for action.

References

Pitcairn, C., Leith, I., Sheppard, L., Sutton, M. 2006. Development of a nitrophobe / nitrophile classification for woodlands, grassland and upland vegetation in Scotland.

D.A.Hill (2005) Handbook of biodiversity methods: survey, evaluation and monitoring. Cambridge University Press (DOMIN scale).