

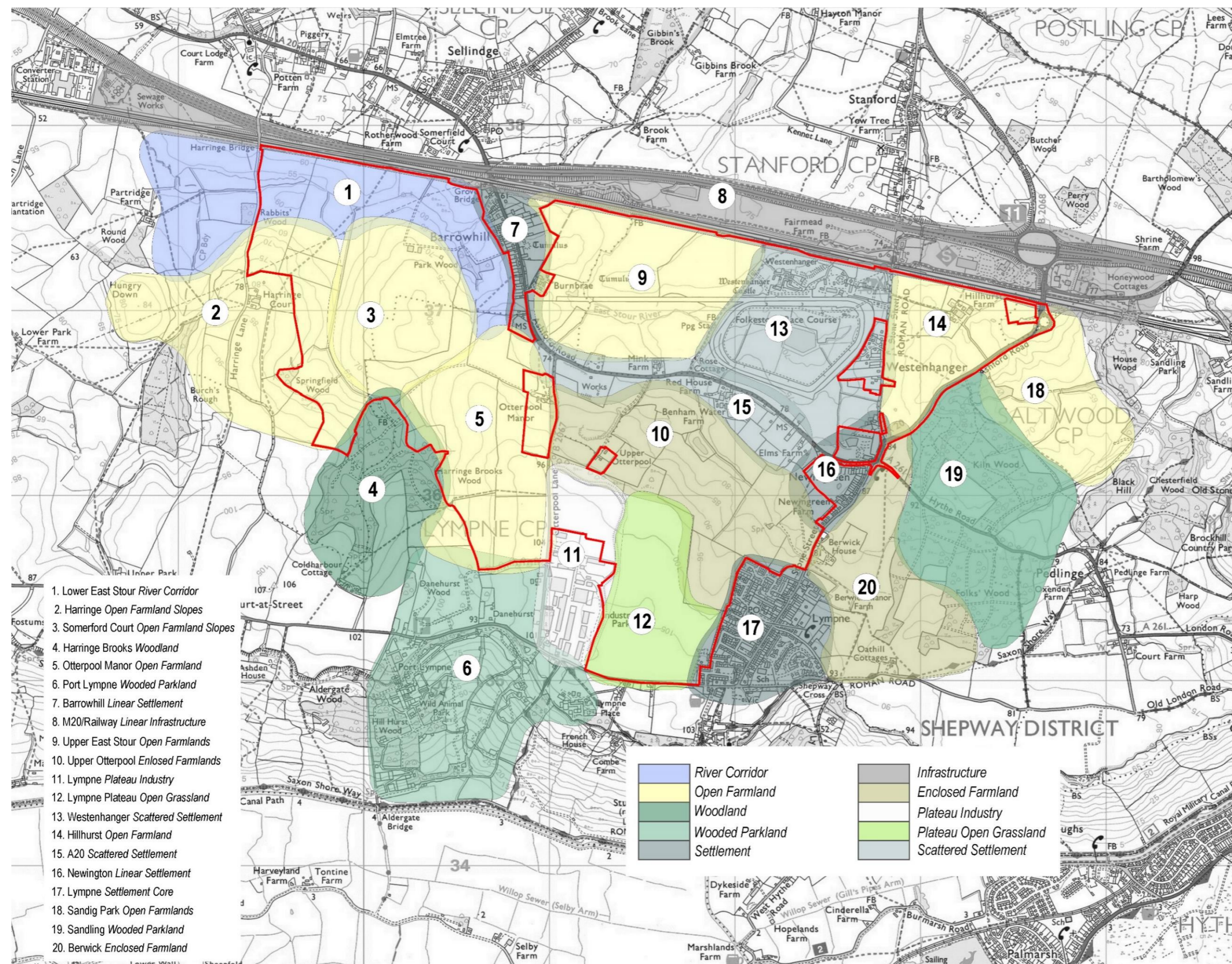
# OTTERPOOL PARK

## Environmental Statement Appendix 12.1: Site Specific Landscape Character Assessment

MARCH 2022



**FIGURE 12.1-01 LANDSCAPE CHARACTER AREAS**



## SITE SPECIFIC LANDSCAPE CHARACTER ASSESSMENT TABLE

### Definitions:

- **Conserve** - actions that encourage the conservation of distinctive features and features in good condition.
- **Reinforce** - actions that strengthen or reinforce distinctive features and patterns in the landscape.
- **Restore** - actions that encourage the restoration of distinctive landscape features and the removal or mitigation of detracting features.
- **Create** - actions that create new features or areas where existing elements are lost or in poor condition.

LCArea Number & Name	Key Characteristics				Condition	Key Sensitivities	Actions to Inform Masterplan
	Topography, Geology & Hydrology	Land Use & Vegetation	Built Form and Settlement Pattern	Visual Context & Perceptual Qualities			
1. Lower East Stour River Corridor	<ul style="list-style-type: none"> <li>- This area is shaped by the sinuous East Stour River running east-west through its centre, and by its north-south aligned tributaries.</li> <li>- Landform strongly sloping down to the river from 75m to 50m AOD.</li> <li>- Area of predominately Hythe Formation and Sandgate Sandstone, with Wealden clays along the River corridor.</li> </ul>	<ul style="list-style-type: none"> <li>- Mixed intensive agriculture.</li> <li>- Large to medium fields, with generally weak boundaries.</li> <li>- Small woodlands, such as Park Wood, Rabbits Wood and Sunningdale.</li> <li>- Tree and scrub lined watercourses.</li> <li>- Crossed by two-three PRoW.</li> </ul>	<ul style="list-style-type: none"> <li>- Very little built form.</li> <li>- Built elements of the railway impart the greatest character (i.e. security fences, overhead cables, stanchions, over engineered bridges etc.)</li> <li>- Pylons and overhead high voltage cables.</li> </ul>	<ul style="list-style-type: none"> <li>- Visually dominated by the railway line to the immediate north and by the pylons and the cables of the overhead high voltage powerlines.</li> <li>- Views to the North Downs escarpment from the LCArea's western end.</li> <li>- Intermittent views to the distinctive landforms of the Barrow Hill, Harringe and Hungry Down.</li> <li>- Longer views to the upper part of the greensand ridge between Harringe Brooks Wood and Burch's Rough.</li> <li>- Rear of the dwellings along the A20 through Barrow Hill-Sellindge visible in the east</li> </ul>	<ul style="list-style-type: none"> <li>- Condition of the area is lowered by the constant presence of the overhead powerlines and by the built infrastructure of the railway.</li> <li>- Elsewhere condition fair.</li> </ul>	<ul style="list-style-type: none"> <li>- The fragile sinuous corridor of the East Stour River</li> <li>- Views to the North Downs scarp from the LCArea's western end.</li> <li>- Views to the upper areas of the greensand ridge from the central part of the LCArea.</li> </ul>	<ul style="list-style-type: none"> <li>- Conserve and strengthen the river corridor.</li> <li>- Create a planted edge to the north of the area to reduce the visual impact of the railway both on this LCArea and those to the south.</li> <li>- Retain longer distance views to the North Downs scarp and the upper parts of the greensand ridge</li> <li>- Strengthen field boundaries with structural vegetation.</li> </ul>
2. Harringe Open Farmland Slopes	<ul style="list-style-type: none"> <li>- The northern part of a dip-slope landform falling northwards from the greensand ridge, from a height of 90m to 60m AOD.</li> <li>- Upper parts of the landform create a wide plateau that then drops steeply down on both east and west sides.</li> <li>- The landform is shaped, east and west, by the watercourses heading north to the East Stour River.</li> <li>- Part of the Hythe Formation sandstone, with Wealden clays on either side.</li> </ul>	<ul style="list-style-type: none"> <li>- Mixed intensive agriculture (grazing pasture on the upper fields).</li> <li>- The farmstead of Harringe Court, and the dwellings of Harringe Court Cottages.</li> <li>- A model aircraft flying club and a motorbike scrambling area are both based on east facing slope east of Harringe Court.</li> <li>- Occasional small woodlands, such as Springfield Wood.</li> <li>- Large to medium fields, generally aligned north-south, and with generally medium strength boundaries.</li> <li>- The western edge of Harringe Lane is heavily vegetated with</li> </ul>	<ul style="list-style-type: none"> <li>- Contains the sprawling farmstead of Harringe Court, with its multitude of brick and corrugated cement-sheet barns, and its 'working areas' to the east.</li> <li>- Tile hung dwellings of Harringe Court Cottages.</li> <li>- Pylons and overhead high voltage cables.</li> <li>- Harringe Lane cuts north-south through the LCArea.</li> <li>- Two PRoW dissect the area.</li> </ul>	<ul style="list-style-type: none"> <li>- The area has an elevated feel to it, with views to the north, west and east.</li> <li>- Views north to the North Downs scarp, M20 and railway line from around Harringe Court.</li> <li>-Views east to the Barrowhill area of the site as well as Harringe Brooks Wood, and the buildings of the Lympne Industrial Estate.</li> <li>- Visually apparent pylons and overhead high voltage cables.</li> </ul>	<ul style="list-style-type: none"> <li>- Area in mixed condition.</li> <li>- The areas around Harringe Court are in a poor condition on account of the nature of the farmstead, and the constant presence of the overhead powerlines.</li> <li>- Condition of other farmed areas is good.</li> </ul>	<ul style="list-style-type: none"> <li>- Views to the North Downs scarp.</li> <li>- Views to the potentially developed Barrow Hill area of the site.</li> <li>- Fundamental change to the agricultural character of part of this area brought about by the potential Development.</li> </ul>	<ul style="list-style-type: none"> <li>- Create a strong planted edge to the east to form a defensible edge to potential new development and reduce its likely visual impact.</li> <li>-Create further belts of structural vegetation, aligned north-south, within the potential built-up areas that face this LCArea.</li> <li>- Make apparent the settlement structure within views from this area so that a clear understanding of its purpose is possible.</li> <li>- Retain the visual presence of the North</li> </ul>

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	Topography, Geology & Hydrology	Land Use & Vegetation	Built Form and Settlement Pattern	Visual Context & Perceptual Qualities			
		hedgerows and embankments of dense planting.					Downs scarp in views from the upper areas.  - Conserve and reinforce the field boundary pattern with new structural vegetation.
3. Somerfield Court Open Farmland Slopes	<ul style="list-style-type: none"> <li>- A distinct knoll/ outlier landform of Hythe Formations Sandstone rising 80m AOD and falling to 65m AOD to its western edge.</li> <li>- The area is shaped to the north by the East Stour River, and to its east and west by the two tributaries that flow northwards to meet this.</li> <li>- To the north the landform falls to 75m AOD and then rises to form part of the dip-slop landform of the greensand ridge to the south.</li> </ul>	<ul style="list-style-type: none"> <li>- Land use is intensively agricultural, with large fields and few vegetated field boundaries.</li> <li>- No PRoW cross the area.</li> </ul>	<ul style="list-style-type: none"> <li>- The expansive farmstead of Somerfield Court Farm is situated at its central northern section. This contains a collection of large sheds and a mobile telephone mast.</li> </ul>	<ul style="list-style-type: none"> <li>- The elevated nature of the area provides wide views to the north and east, with many visible features.</li> <li>- These include the North Downs escarpment, the settlement of Barrow Hill-Sellindge, the M20 and the railway line to the north,</li> <li>- To the south, in which Harringe Brooks Wood dominates, views are more rural in nature</li> <li>- Looking west the rising landform containing Springfield Wood, and with Harringe Court at its top, is clearly visible.</li> </ul>	<ul style="list-style-type: none"> <li>- Its intensive agricultural use, and lack of field boundaries diminishes the condition of this area.</li> </ul>	<ul style="list-style-type: none"> <li>- The distinct landform of the knoll/outlier.</li> <li>- Views to the North Downs scarp.</li> <li>- Visual connections with the southern landforms of the upper greensand ridge.</li> <li>- Fundamental change to its agricultural character brought about by the potential Development.</li> </ul>	<ul style="list-style-type: none"> <li>- Conserve the definition of the landform within any settlement pattern.</li> <li>- Create a strong planted edge to the west to form a defensible edge to potential new development and reduce its likely visual impact on adjoining areas.</li> <li>- Conserve views to the North Downs scarp.</li> <li>- Create an open space and planted buffer to the existing Barrow Hill-Sellindge properties on the west side of the A20.</li> </ul>
4. Harringe Brooks Woodland	<ul style="list-style-type: none"> <li>- An area of the greensand ridge dip-slope incised by a number of streams heading north to the East Stour River.</li> <li>- The watercourses have cut away the surrounding sandstone to reveal the Atherfield clay beneath.</li> </ul>	<ul style="list-style-type: none"> <li>- Large area of designated Ancient Woodland containing predominately deciduous trees with some evidence of coppicing.</li> <li>- The woodland is intersected by ponds, streams and informal paths.</li> <li>- A collection of dwellings at Coldharbour exists in the very south of the area.</li> <li>- Mixed agricultural land lies between the incised valleys containing the woodland.</li> </ul>	<ul style="list-style-type: none"> <li>- Few areas of built form.</li> <li>- Coldharbour House and Coldharbour Cottage display a secluded domestic character.</li> </ul>	<ul style="list-style-type: none"> <li>- The woodland forms a visibly distinct part of the wider landscape in the area.</li> <li>- There are views to the North Downs escarpment from the open fields between Coldharbour and Danehurst Wood.</li> </ul>	<ul style="list-style-type: none"> <li>- Good overall condition.</li> <li>- There are land parcel boundaries and a clear landscape pattern formed by the presence of the woodland within the incised valleys of this landscape.</li> </ul>	<ul style="list-style-type: none"> <li>- The integrity of the woodland's position in the incised valley and its visual distinction within the wider landscape.</li> </ul>	<ul style="list-style-type: none"> <li>- Conserve the integrity of the woodland and its visual distinctiveness in the surrounding landscape.</li> </ul>
5. Otterpool Manor Open Farmland Slopes	<ul style="list-style-type: none"> <li>- A broad sloping landform of Hythe Formation sandstone emerging from the top of the greensand ridge.</li> <li>- The landform falls from 100m to 80m AOD in a north-westerly direction.</li> </ul>	<ul style="list-style-type: none"> <li>- Mixed agriculture in generally large open fields which are aligned north-south.</li> <li>- Small holding, and equestrian landscape surrounding Otterpool Manor.</li> <li>- Crossed from east-west by PRoW HE316.</li> <li>- Field boundaries throughout the area are ill-defined and weak.</li> </ul>	<ul style="list-style-type: none"> <li>- Formal, parkland entrance to the Port Lympne Animal Park, with signage, sculpture, ranch fencing and ornamental planting.</li> <li>- The brick and clay tile-built Otterpool Manor, and its surrounding cluster of farm buildings and yards has a strong rural character.</li> <li>- The built form of the adjoining Lympne Industrial Estate has a strong impact upon the south-eastern part of this area.</li> </ul>	<ul style="list-style-type: none"> <li>- From Otterpool Lane and from the agricultural fields to the west of this there are clear elevated views north-westerly across the Vale of Holmesdale to a broad stretch of the North Downs escarpment.</li> <li>- Views to the west are also possible, but not so extensive. Views are possible to Harringe Brooks Wood, and Harringe Court.</li> </ul>	<ul style="list-style-type: none"> <li>- A well-managed and compartmentalised landscape, with varying identities.</li> <li>- The strong presence of the Lympne Industrial Estate within the adjoining LC Area diminishes the condition of this landscape.</li> <li>- There is a weak field boundary and edge vegetative structure.</li> </ul>	<ul style="list-style-type: none"> <li>- A strong rural identity within the centre of the area and around Otterpool Manor.</li> <li>- Views to the North Downs scarp.</li> <li>- Fundamental change to its agricultural character brought about by the potential Development.</li> </ul>	<ul style="list-style-type: none"> <li>- Conserve the rural setting of Otterpool Manor.</li> <li>- Conserve views from Otterpool Lane to the North Downs escarpment.</li> <li>- Reinforce the boundaries of Otterpool Lane with structural vegetation to ameliorate the existing views to the Lympne Industrial Estate from the North Downs.</li> </ul>

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	Topography, Geology & Hydrology	Land Use & Vegetation	Built Form and Settlement Pattern	Visual Context & Perceptual Qualities			
				Intermittent trees dot the landscape, with field boundaries defined by hedges and ditches.			<ul style="list-style-type: none"> <li>- Create a clearer definition between the entrance to the Animal Park and the plateau landscape to the north with structural vegetation.</li> <li>- Conserve the route of PRow HE316 and reinforce this with structural planting.</li> <li>- Restore a stronger landscape pattern throughout the area.</li> </ul>
6. Port Lympe Wooded Parkland	<ul style="list-style-type: none"> <li>- The plateau crest of the greensand ridge and parts of the steep scarp face, extending to the Royal Military Canal at the bottom of the escarpment.</li> </ul>	<ul style="list-style-type: none"> <li>- Predominately part of the estate of the Port Lympe Animal Park (including its extensive areas of car parking, animal enclosures, formal gardens and visitor/accommodation buildings)</li> <li>- Contains a few individual dwellings along Aldington Road.</li> <li>- Also contains small areas of agricultural land, and some remnants of the old Lympe Airfield.</li> </ul>	<ul style="list-style-type: none"> <li>- Mixed styles and ages of the buildings and structures of the Animal Park, and the surrounding dwellings.</li> </ul>	<ul style="list-style-type: none"> <li>- Despite its position on the crest of the Hythe escarpment much of the area has a relatively secluded character on account of the dense mature tree and scrub vegetation along boundaries.</li> <li>- There are glimpsed views out over Romney Marsh to the south from within the Park.</li> <li>- At the very northern edge of the area there are vertically narrow views to the North Downs escarpment which is almost 6km away.</li> </ul>	<ul style="list-style-type: none"> <li>- The presence of the Animal Park gives this area a sense of being well cared for.</li> </ul>	<ul style="list-style-type: none"> <li>- The densely treed crest of the greensand ridge.</li> <li>- The parkland landscape of the Port Lympe Animal Park.</li> </ul>	<ul style="list-style-type: none"> <li>- Reinforce the definition between the parkland and the potential Development.</li> <li>- Reinforce the wooded nature of the greensand ridge crest top with further structural planting.</li> </ul>
7. Barrow Hill-Sellindge Linear Settlement	<ul style="list-style-type: none"> <li>- The landscape of this area gently slopes to the banks of the East Stour River at its northern end.</li> </ul>	<ul style="list-style-type: none"> <li>- Predominately residential.</li> <li>- The farmstead of Barrow Hill Farm lies at the southern end of the area.</li> <li>- Mature vegetation within the rear gardens of dwellings, especially those on the east side of the A20, and at the very south-west end of the area.</li> <li>- Large lorry layby at its southern end.</li> </ul>	<ul style="list-style-type: none"> <li>- A tightly assembled linear settlement strung out along the A20 Ashford Road, with the majority of dwellings fronting onto the road.</li> <li>- The buildings are of mixed architectural styles and ages.</li> <li>- The over-bridges of the M20 and HS1/Ashford-Folkestone railway line dominate the northern end of the settlement.</li> </ul>	<ul style="list-style-type: none"> <li>- There are few views out of the settlement at its centre and northern end.</li> <li>- Where the buildings become more widely spaced there are clearer views across the landscape to the east as far as Folkestone Racecourse (along the 22m wide 'chute').</li> <li>- Views are also possible from the south-eastern part of this area to the escarpment of the North Downs</li> </ul>	<ul style="list-style-type: none"> <li>- The settlement sits comfortably with the surrounding landscape and nestles within a relatively well vegetated setting.</li> <li>- The A20 through the settlement is a divisive factor preventing clear connections from one side to the other and preventing the establishment of a central focus to the 'place'.</li> </ul>	<ul style="list-style-type: none"> <li>- The individual identity of the settlement.</li> <li>- Its visual connections to the countryside to the east.</li> <li>- Views to the North Downs scarp that are possible from the south-eastern end of the settlement</li> </ul>	<ul style="list-style-type: none"> <li>- Reinforce the individual identity of the settlement's character with suitable separation from the potential Development and improvements to the public realm.</li> <li>- Conserve views eastwards across the landscape and to the North Downs escarpment.</li> </ul>
8. M20 / Railway Linear Infrastructure	<ul style="list-style-type: none"> <li>- The natural landform of this enforced linear strip has almost disappeared as a result of the imposition of the railway and motorway, along with other major areas of built infrastructure.</li> <li>- The area lies at the base of the Vale of Holmesdale over an area</li> </ul>	<ul style="list-style-type: none"> <li>- The carriageways, track bed, underpasses and vegetated embankments and cuttings of the motorway and railway.</li> <li>- A narrow strip of mostly farmland (Fairmead Farm) lies between the railway and motorway. At either end of this</li> </ul>	<ul style="list-style-type: none"> <li>- The area is dominated by the harsh and uncompromising built form and infrastructure of the M20 and HS1/Ashford-Folkestone railway and the other built infrastructure that squeezes into the space available between them.</li> </ul>	<ul style="list-style-type: none"> <li>- There are views out from this transport and infrastructure corridor to the land immediately either side.</li> <li>- There are also occasional views in winter months from these to the upper parts of the</li> </ul>	<ul style="list-style-type: none"> <li>- Parts of this area appear well managed whilst others impart the sense of a forgotten, 'left-over' landscape.</li> </ul>	<ul style="list-style-type: none"> <li>- The fragile corridor of the East Stour River between the motorway and railway.</li> <li>- The negative influence this area has upon surrounding LC Areas in terms of noise, movement, lighting and built infrastructure which are</li> </ul>	<ul style="list-style-type: none"> <li>- Reinforce the physical linkages from one side of this linear corridor to the other.</li> <li>- Use structural planting to integrate the motorway and railway better into their landscape setting.</li> </ul>

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	<p>of Folkestone and Sandgate Formation sandstones.</p> <ul style="list-style-type: none"> <li>- A long mounded landform exists in the narrow strip between the motorway and railway that rises to 75m AOD.</li> </ul>	<p>are areas of semi-naturalised grassland, scrub and tree planting around the East Stour River that runs through parts of these.</p> <ul style="list-style-type: none"> <li>- A number of residential properties that also exist within this strip.</li> <li>- Westenhanger Station, its car park and the overbridge bridge to Stanford.</li> <li>- The Folkestone motorway service station, and the elevated road interchange of Junction 11 of the M20.</li> <li>- The Sellindge Sewage Treatment Works and Sellindge electricity Converter-station at the far western end of the area.</li> </ul>		<p>greensand ridge dip slope, and the North Downs escarpment.</p> <ul style="list-style-type: none"> <li>- However, the majority of views are restricted by the tall roadside acoustic fencing, and by vegetation along the embankment, cuttings and verges of the motorway and railway line.</li> <li>- Public rights of way run along either side of the corridor, and cross over and under it at three points.</li> <li>- The constant rumble of traffic and the noise of intermittent trains is readily apparent</li> </ul>		<p>unsympathetic to its surrounds.</p> <p>.</p>	
9. Upper East Stour Open Farmlands	<ul style="list-style-type: none"> <li>- An area of gently undulating lowland landscape surrounding the sinuous East Stour River.</li> </ul>	<ul style="list-style-type: none"> <li>- A predominately arable agricultural landscape.</li> <li>- Large fields, with wavy edges shaped by the East Stour River that runs through the centre of the area, and by its tributaries.</li> <li>- The broad and dead-straight, east-west 22m wide 'chute' of the old Folkestone Racecourse incongruously cuts the area in two.</li> <li>- Trees, scrub and hedgerow vegetation line the watercourses.</li> </ul>	<ul style="list-style-type: none"> <li>- Few areas of built form.</li> <li>- Barrow Hill Farm and its cluster of old buildings and less aesthetically corrugated-clad barns is situated at the far west end.</li> <li>- The built form and nature of the land uses within the LCAreas surrounding this area (such as the movement, structures and associated infrastructure of the M20/railway corridor, the movement and sporadic built-up areas along the A20 - including the lorry park and Airport Café) have a strong influence on this area's character.</li> </ul>	<ul style="list-style-type: none"> <li>- There are broad views from parts of this area to the North Downs escarpment.</li> <li>- Broad views are also possible to the lower slopes of the greensand ridge, from Lympne to Harringe Brooks Wood, and to the landform of Barrow Hill.</li> <li>- Views to parts of Westenhanger Castle are possible from the north-western part of this area.</li> </ul>	<ul style="list-style-type: none"> <li>- The condition of this area is good. Its agricultural integrity is clear, and the area has individuality centred along the East Stour River.</li> <li>-The influences of surrounding LCAreas (such as the M20/railway corridor, the sporadic built-up areas along the A20) diminish its condition.</li> </ul>	<ul style="list-style-type: none"> <li>- The broad views toward the North Downs and the greensand ridge to the south.</li> <li>-The clear pattern of the landscape which is shaped by the East Stour River and its tributaries.</li> <li>- Occasional views to Westenhanger Castle and buildings.</li> <li>- The fundamental change to its agricultural character brought about by the potential Development.</li> </ul>	<ul style="list-style-type: none"> <li>- Conserve the pattern of this area which is shaped by the East Stour River at its centre, and the tributaries that flow into it.</li> <li>-Create a broader setting to the East Stour River that emphasises its flood plain and the potential diversity of the habitat it can support.</li> <li>- Reinforce the structural planting along the transport corridor in ways that do not over emphasise the incongruous linear nature of this adjoining area.</li> <li>- Conserve the broad views towards the North Downs and the greensand ridge to the south, and the occasional views to Westenhanger Castle.</li> </ul>
10. Upper Otterpool Enclosed Farmlands	<ul style="list-style-type: none"> <li>- A gently sloping landform of Hythe and Sandgate Formation sandstone.</li> <li>- The upper area rises to 100m AOD, and the lower area falls to 75m AOD.</li> </ul>	<ul style="list-style-type: none"> <li>- A predominately pastoral agricultural landscape, with medium – large fields.</li> <li>- Trees, scrub and hedgerow vegetation lines the watercourse.</li> </ul>	<ul style="list-style-type: none"> <li>- Upper Otterpool is the only area of built form, albeit the relatively harsh edges of the surrounding settlements and built-up areas (e.g. Lympne, Newingreen, A20 sporadic settlement and Lympne Industrial Estate) diminish any sense of exclusive rural character.</li> </ul>	<ul style="list-style-type: none"> <li>- There are broad views from the upper parts of this area to the North Downs escarpment.</li> <li>- Views to Barrow Hill, the East Stour River area, the old Folkestone Racecourse, and east to Sandling Park are possible.</li> </ul>	<ul style="list-style-type: none"> <li>- Generally in a fair condition. This is a relatively intact agricultural landscape, albeit field boundaries are weak and activities at its fringes, and in views out from it</li> </ul>	<ul style="list-style-type: none"> <li>- The broad views towards the North Downs and the East Stour River area.</li> <li>- The fundamental change to its agricultural character brought about by the potential Development.</li> </ul>	<ul style="list-style-type: none"> <li>- Conserve and reinforce field boundaries throughout the area with structural planting and small woodlands/shaws.</li> <li>- Conserve the landscape setting of the Otterpool</li> </ul>

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	<ul style="list-style-type: none"> <li>- A tributary to the East Stour River runs east-west through the northern part of this area.</li> </ul>	<ul style="list-style-type: none"> <li>- Other field boundaries are generally weak and sparsely vegetated.</li> <li>- The remnants of Otterpool Quarry exist in the north-west corner of the area. This includes a geological SSSI.</li> <li>- A broad area of deciduous woodland exists at the south-west corner dividing it from the northern part of the Lypne Industrial Estate.</li> <li>- A single area of residential land-use.</li> </ul>	<ul style="list-style-type: none"> <li>- Roman villa discovered adjacent to Otterpool Quarry.</li> </ul>	<ul style="list-style-type: none"> <li>- The M20, Junction 11, the motorway service station, and the railway are also visible.</li> </ul>	<ul style="list-style-type: none"> <li>- diminish its overall integrity.</li> </ul>	<ul style="list-style-type: none"> <li>- The presence of the Otterpool Quarry geological SSSI, and the Roman villa.</li> </ul>	<ul style="list-style-type: none"> <li>- Quarry geological SSSI and the Roman villa.</li> <li>- Conserve and reinforce the landscape pattern of this area which is partially shaped by the East Stour River tributary.</li> </ul>
11. Lypne Plateau Industry	<ul style="list-style-type: none"> <li>- Along with the adjoining grassed area to its east this area forms part of a broad plateau at the crest of the Hythe escarpment, that has a gentle fall northwards from 105m AOD in the south-east corner to 99m AOD in the north-west corner.</li> </ul>	<ul style="list-style-type: none"> <li>- The land use is dominated by the visual and audible presence of the Lypne Industrial Estate and the large vehicle movements to and from it.</li> <li>- A tall mobile phone mast exists at the centre of the site's western boundary.</li> <li>- The northern third of the area contains the infrastructure for Link Park - a consented (but yet unfinished) extension to the Industrial Estate (fencing, roads, planting and lighting all have been built).</li> <li>- A visually distinctive line of poplar trees, along with a hedgerow, runs along the area's western boundary.</li> <li>- A moderately narrow belt of native structure planting, upon earth bunds, runs along the eastern boundary.</li> <li>- A wide area of deciduous woodland exists along the northern edge.</li> </ul>	<ul style="list-style-type: none"> <li>- The large scale, tall (up to 14m), generally grey and white, 'shed-like' buildings of the Industrial Estate are arranged in a strong grid pattern: north-south and east-west.</li> <li>- The security fencing, security lighting, broad bell-mouth entrance, large bright signage and ornamental planting are dominant features of this area, especially when viewed from Otterpool Lane and the entrance to the Port Lypne Animal Park.</li> </ul>	<ul style="list-style-type: none"> <li>- Views out to the surrounding landscape from within this area are severely restricted by the dense boundary vegetation, tall buildings and earth bunds.</li> <li>- Despite the boundary vegetation, the large sheds remain highly visible from elsewhere in the proposed Development site, the North Downs escarpment and intervening areas.</li> </ul>	<ul style="list-style-type: none"> <li>- As an industrial estate the area is well maintained and in a good, intact condition.</li> </ul>	<ul style="list-style-type: none"> <li>- Views to the incongruous scale, shape and external finish of the Estate's buildings from the surrounding landscape.</li> </ul>	<ul style="list-style-type: none"> <li>- Reinforce boundary planting on all sides to better visually contain the incongruous form of the Estate's buildings.</li> <li>- Promote a visually more sensitive entrance to the Estate from Otterpool Lane.</li> </ul>
12. Lypne Plateau Open Grassland	<ul style="list-style-type: none"> <li>- Along with the industrial area to the west this area forms part of a broad plateau at the crest of the Hythe escarpment, that has a gentle fall northwards from 106m AOD in the south-east corner to 95m AOD in the north-west corner.</li> </ul>	<ul style="list-style-type: none"> <li>- The area comprises two broad parcels of closely managed grassland divided at the centre by a 6m high east-west aligned, native tree/scrub planted earth bund.</li> <li>- The southern parcel contains a redundant runway from the area's previous use as an airfield, with</li> </ul>	<ul style="list-style-type: none"> <li>- The only built form within the area is that of the old south-east to north-west aligned runway.</li> <li>- The built form, movement and noise of the surrounding land uses (Lypne village and Lypne Industrial Estate) impart a strong 'sub-urban' influence upon this area – especially upon the southern parcel.</li> </ul>	<ul style="list-style-type: none"> <li>- There are broad views to the escarpment of the North Downs, and across the central and eastern parts of the proposed Development site.</li> <li>- In views northwards Folkestone Racecourse can clearly be seen, as well the M20, junction 11, the</li> </ul>	<ul style="list-style-type: none"> <li>- Despite being in part well maintained, the relatively monochrome, uniform nature of this landscape feels unnatural. This, and the neglected parts of its fringes, impart a poor to moderate condition.</li> </ul>	<ul style="list-style-type: none"> <li>- The broad views toward the North Downs and the East Stour River area.</li> <li>- The fundamental change to its grassland character brought about by the potential Development.</li> </ul>	<ul style="list-style-type: none"> <li>- Use potential new development to reinforce boundary planting along the western edge to better visually contain the incongruous form of the adjacent Industrial Estate's buildings.</li> <li>- Maintain a open space buffer between any new built development and</li> </ul>

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		<p>some scrub and trees growing along its margins.</p> <ul style="list-style-type: none"> <li>- There are sporadic areas of young trees and dense scrub along the margins of the southern parcel.</li> <li>- The northern parcel is more sparsely vegetated, apart from the planting upon the central earth bund and that of the earth bunds along the eastern edge of the industrial estate.</li> <li>- The built-up edge of Lympne forms a harsh edge to the east of both parcels – although this is more pronounced in the northern one.</li> </ul>	<ul style="list-style-type: none"> <li>- Whilst there are no rights of way through the site (and no direct connections with the built-up area of Lympne, the area has clear desire lines and is being used by local people and dog walkers.</li> </ul>	<p>motorway service station, and glimpses of the railway.</p> <ul style="list-style-type: none"> <li>- The dense vegetation to the south of the area, along Aldington Road and on the brow of the Hythe escarpment, prevents anything more than short range views in this direction. There are no views over Romney Marsh.</li> </ul>			<p>Lympne to conserve the individual identity of the village.</p> <ul style="list-style-type: none"> <li>- Create physical links with the settlement of Lympne to improve the accessibility of this open space.</li> <li>- Conserve the broad views towards the North Downs escarpment, and the views back from the escarpment of a wooded crest to the greensand ridge.</li> <li>- Reinforce the strong line of the old airfield runway as part of any built development proposals or open space planning.</li> </ul>
13. Westenhanger Scattered Settlement	<ul style="list-style-type: none"> <li>- The East Stour River and its tributaries drain the landscape of this area and form the minor depressions that shape its gently sloping landform.</li> <li>- The large formal shaped lake at its centre served as an irrigation and drainage asset for the old Racecourse.</li> </ul>	<ul style="list-style-type: none"> <li>- The area encompasses most of the land that formed the old Folkestone Racecourse. The grandstand, parade ring, stables, maintenance buildings, and white gallop fencing are all still visible.</li> <li>- Areas in the middle of the grassed track of the Racecourse and at its fringes are under mixed agriculture.</li> <li>- The tightly assembled settlement of Westenhanger along the inside edge of Stone Street, and the dense vegetation that envelopes it, forms the eastern boundary.</li> <li>- The remainder of the area is open grassland and pasture (between the grass track of the Racecourse).</li> </ul>	<ul style="list-style-type: none"> <li>- The Racecourse buildings form a visually distinctive group at the area's north-eastern corner.</li> <li>- Westenhanger Castle and its historic outbuildings lie secluded in the north east corner of the area, incongruously up against the straight edge of the railway.</li> <li>- Stone Street forms a distinct eastern edge to the LCArea. The central and southern portions of the road are relatively quiet (compared to the surrounding highways) intimate, and domestic in feel.</li> <li>- In contrast, the sprawling areas of the commuter car parking at the northern end of Stone Street are visually and physically damaging to the otherwise intimate character of this area.</li> <li>- Westenhanger Railway Station contributes little to the character of the area. Whilst the old Station building is an attractive Victorian structure, the modern platforms, over-bridge, acoustic and boundary fencing, in combination with the sprawling car parking, diminishes the condition of this.</li> </ul>	<ul style="list-style-type: none"> <li>- The visual presence of the Racecourse (with its distinctive portioning of the landscape to suit its previous use) has a strong visual influence of this area.</li> <li>- Only occasional glimpsed views to the escarpment of the North Downs over the top of the structures and vegetation of the Racecourse, Castle, station and motorway/railway embankments.</li> <li>- Occasional views southwards to the upper parts of the greensand ridge dip-slope, over the scattered buildings and vegetation lining the A20 Ashford Road.</li> <li>- Clear views along the straight 22m wide 'chute' of the Racecourse, and partial views (impeded by field boundary and riparian vegetation) along the East Stour River and the open agricultural land north and south of this.</li> <li>- The majority of the residential area of Westenhanger feels cut off and secluded from land either side, on account of their being so few properties to its</li> </ul>	<ul style="list-style-type: none"> <li>- The six-seven year period since the Racecourse was last used has diminished the condition of this area. Parts of this are overgrown and unkempt, whilst still visually retaining the formal shapes of its previous use.</li> <li>- The Station area is in a poor condition.</li> <li>- The influences of surrounding land uses (such as the M20/railway corridor, the sporadic built-up areas along the A20) diminish its condition.</li> </ul>	<ul style="list-style-type: none"> <li>- The Castle, and its clear lack of an appropriate landscape setting.</li> <li>- The integrity of Stone Street as quiet lane, and the individual identity of the settlement of Westenhanger along it.</li> <li>- The fundamental change to its openness brought about by the potential Development.</li> </ul>	<ul style="list-style-type: none"> <li>- Conserve the large lake and the riparian tree, scrub and marginal planting surrounding it.</li> <li>- Conserve the pattern of this area which is partly shaped by the East Stour River and its tributaries.</li> <li>- Create a broader setting to the East Stour River that emphasises its flood plain and the potential diversity of the habitat it can support.</li> <li>- Reinforce the structural planting along the transport corridor in ways that do not over emphasise the incongruous linear nature of this.</li> <li>- Restore an historically appropriate southerly garden, and then parkland setting to Westenhanger Castle, without the old Racecourse layout, buildings, and paraphernalia.</li> <li>- Conserve the character of Stone Street as a quiet, intimate lane and the individual identity of the</li> </ul>



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				east, and the density of the vegetation surrounding it. - The constant movement, and rumble of traffic on the M20 and the A20 Ashford Road and the noise of intermittent trains is readily apparent.			settlement of Westenhanger along it.
14. Hillhurst Open Farmland	<ul style="list-style-type: none"> <li>- A gently domed area of Folkestone Formation sandstone overlain with free-draining loamy soils.</li> <li>- Rising to approximately 90m AOD at the centre of the area's south-eastern edge and falling to approximately 75m AOD along the railway line.</li> </ul>	<ul style="list-style-type: none"> <li>- An area of predominately mixed agriculture surrounding Hillhurst Farm at its north.</li> <li>- PRow HE281 crosses its centre from Kiln Wood (Part of Sandling Park) to Stone Street. Two further PRow provide access from Stone Street to Hillhurst Farm.</li> </ul>	<ul style="list-style-type: none"> <li>- The distinctive red brick buildings of Hillhurst Farm are the main element of built form here.</li> <li>- The detached dwelling of Twin Chimneys and the attractive triple Victorian terrace of Little Greys extend out from Stone Street into this area.</li> <li>- The built form, movement and noise of the surrounding land uses (the railway, the elevated motorway junction, the motorway service station, and A20) impart a strong influence upon this area.</li> </ul>	<ul style="list-style-type: none"> <li>- The area is visually constrained by the woodland vegetation along the edge of Sandling Park to the east.</li> <li>- To the west there are views across the shallow valley of the East Stour River over the dense vegetation through Westenhanger</li> <li>- There are views out to the North Downs escarpment from above the structures, vegetation and paraphernalia of the railway, and the motorway junction and service station.</li> </ul>	<ul style="list-style-type: none"> <li>- The individual condition of the area is fair.</li> <li>- The influences of surrounding land uses (such as the M20/railway corridor, and the A20) diminish its condition.</li> </ul>	<ul style="list-style-type: none"> <li>- The broad views towards the North Downs and the East Stour River area.</li> <li>- The fundamental change to its agricultural character brought about by the potential Development.</li> </ul>	<ul style="list-style-type: none"> <li>- Reinforce the structural planting along the transport corridor in ways that do not over emphasise the incongruous linear nature of this.</li> <li>- Maintain a buffer between any new built development and Westenhanger to conserve the individual identity of the settlement.</li> <li>- Create a buffer of structural vegetation between any proposed new built-form and the eastern boundary of the site.</li> <li>- Conserve the views towards the North Downs escarpment.</li> </ul>
15. A20 Scattered Settlement	<ul style="list-style-type: none"> <li>- A generally flat linear area following the course of the A20 Ashford Road.</li> <li>- To the south of the LCArea the land slopes gently towards the East Stour River.</li> <li>- To the north of the LCArea it rises a little more steeply towards Upper Otterpool, and the old Lympe Airfield site.</li> </ul>	<ul style="list-style-type: none"> <li>- A linear parcel between Barrow Hill-Sellindge/Otterpool Lane and Newingreen along the A20 Ashford Road incorporating scattered residential dwellings and small business properties.</li> <li>- Roadside verge planting and hedges along northern road edge.</li> </ul>	<ul style="list-style-type: none"> <li>- The scattered residential properties along the A20 are generally detached, of various age and architectural styles.</li> <li>- Their proximity to the road imparts a settled character to the majority of the road,</li> <li>- Hedgerows and individual trees run adjacent to much of the north side of the A20.</li> </ul>	<ul style="list-style-type: none"> <li>- There are occasional broad views to the escarpment of the North Downs, over the northern parts of the proposed Development site.</li> <li>- In views northwards Folkestone Racecourse can clearly be seen, as well the M20, junction 11, the motorway service station, and glimpses of the railway.</li> <li>- At the western end of the area there are some filtered views towards the greensand ridge to the south. At the junction with Otterpool Lane further views open to the southwest and Barrow Hill.</li> </ul>	<ul style="list-style-type: none"> <li>- The A20 is the only element of cohesiveness through this area.</li> <li>- There is almost constant noise and visual disturbance from the A20 running through centre of area.</li> <li>- Some businesses impart a suburban character to parts of the area.</li> </ul>	<ul style="list-style-type: none"> <li>- The broad views towards the North Downs and the East Stour River area.</li> </ul>	<ul style="list-style-type: none"> <li>- Create an improved cohesion to the landscape along the length the road.</li> <li>- Reinforce visual links to the surrounding landscape by creating focused views to landmarks, such as Westenhanger Castle and the North Downs escarpment.</li> </ul>
16. Newingreen Linear Settlement	<ul style="list-style-type: none"> <li>- A predominately flat area, with land sloping gently north and south to watercourses, and rising to the south-east and east upon the greensand ridge.</li> </ul>	<ul style="list-style-type: none"> <li>- Predominately residential, with a few business premises of varying size.</li> </ul>	<ul style="list-style-type: none"> <li>- The compact settlement of Newingreen is centred along the roads emanating from the junction of Stone Street with the A20 Ashford Road. The settlement's dwellings solely lie along these roads. The</li> </ul>	<ul style="list-style-type: none"> <li>- The mature vegetation around the business premises of Holiday Extras prevents views from the centre of the settlement outwards towards the Racecourse area.</li> </ul>	<ul style="list-style-type: none"> <li>- The settlement is in a fair condition. The residential character of this settlement (with some businesses) is clear, but the area</li> </ul>	<ul style="list-style-type: none"> <li>- Views out from the rear of the residential properties to areas of potential Development.</li> </ul>	<ul style="list-style-type: none"> <li>- Reinforce the individual identity of the settlement's character with improvements to the public realm.</li> </ul>

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			<p>large business premises of Holiday Extras is set back from the village's northern edge within maturely vegetated grounds.</p> <ul style="list-style-type: none"> <li>- The settlement's buildings have few distinguishing characteristics.</li> <li>- Properties are of mixed age and style, with many from the late 20th century. Older properties are found along Stone Street.</li> <li>- It is only the rear of most properties that have a connection with the surrounding landscape - other than those running along Stone Street who also face the AONB Boundary.</li> </ul>	<ul style="list-style-type: none"> <li>- There are views out from the edges of the settlement to the countryside beyond, including across the old Racecourse site, and across the triangular plot of Hillhurst Farm.</li> </ul>	<p>suffers from the visual and audible impact of the A20 that runs through its middle. Consequently, the settlement lacks a purpose and a central focal point.</p>		<ul style="list-style-type: none"> <li>- Reinforce visual links to the surrounding landscape.</li> <li>- Reduce impact of traffic along A20.</li> </ul>
17. Lympne Settlement Core	<ul style="list-style-type: none"> <li>- The village lies upon the dip-slope and crest of the greensand ridge.</li> <li>- The land falls from a height of 104m AOD at the junction of Stone Street and the B2067 Aldington Road, to 81m AOD at Berwick Manor Farm.</li> </ul>	<ul style="list-style-type: none"> <li>- Primarily residential, but the village also contains St Stephen's Church, Lympne Castle, a village hall, a recreation ground, a convenience store/post office, a hairdresser and a pub.</li> <li>- Berwick Manor Farm and its working yards abut the northern edge of the village.</li> <li>- The tributary of the East Stour River marks the bottom of the settlement.</li> </ul>	<ul style="list-style-type: none"> <li>- Its built-up area is generally centred around the old Roman road of Stone Street, with the majority of dwellings on the western side of this, and around the junction with the ridge-top Aldington Road.</li> <li>- The village is relatively compact and densely built-up with a predominance of low-built houses set in mature gardens.</li> <li>- At the crest of the Hythe escarpment is the junction of Stone Street with the B2067 Aldington Road – which provides a sense of arrival to the settlement. South from here is the area containing the recreation ground, church and Castle.</li> <li>- The buildings within the Lympne Conservation Area are a mixture of ragstone, brick and hung tile Whilst there are elements of these materials in the remaining areas of Lympne, the style and form of this area varies considerably.</li> <li>- New housing areas, whose style and materials display little connection to the area, have been built at the very northern end of the village over the last decade.</li> </ul>	<ul style="list-style-type: none"> <li>- The village's compact form substantially confines views out from most parts of the village to the countryside beyond to just its edges and the occasional glimpsed view along those north-south aligned roads through the settlement.</li> <li>- Beyond the northern edge of the settlement it is possible to view the southern-most houses of Newingreen only 260m away.</li> </ul>	<ul style="list-style-type: none"> <li>- A well maintained village.</li> <li>- Its historic development along Stone Street imparts a strong cohesive character to the place.</li> <li>- The area surrounding Lympne Castle and St Stephen's Church is in a good condition.</li> </ul>	<ul style="list-style-type: none"> <li>-The individual identity of the village and its rural setting.</li> <li>- The strong character of the buildings and townscape of the Lympne Conservation Area.</li> </ul>	<ul style="list-style-type: none"> <li>-Conserve the character of the Lympne Conservation Area.</li> <li>- Conserve the individual identity and rural setting of the village.</li> <li>- Create improve connections to the open areas and countryside to the west of the village.</li> </ul>
18. Sandling Park Open Farmlands	<ul style="list-style-type: none"> <li>- An area of free draining loam soils over Sandgate Formation sandstone, gradually sloping to the south-east.</li> <li>- Ditches through this area drain eastwards through Sandling Park</li> </ul>	<ul style="list-style-type: none"> <li>- An area of mixed agricultural land within the estate of Sandling Park.</li> <li>- Strong boundaries exist between fields, characterised by mature</li> </ul>	<ul style="list-style-type: none"> <li>- There is no built-form within the area, however, the movement and noise of the surrounding land uses (the railway, the elevated motorway junction, the motorway service</li> </ul>	<ul style="list-style-type: none"> <li>- The woodlands that surround this area contain views out, apart from to the north-west where views across the triangle of land, within the site,</li> </ul>	<ul style="list-style-type: none"> <li>- The farmland here is in an intact and cohesive condition.</li> </ul>	<ul style="list-style-type: none"> <li>- The clear rural integrity and cohesiveness of this area.</li> <li>- The exposed north-western edge that has the potential to be impacted by</li> </ul>	<ul style="list-style-type: none"> <li>- Create a strong planted edge along the closest boundary of the site to this area to mitigate any potential effects upon its clear rural integrity.</li> </ul>

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	towards Stay Brook and the Brockhill Stream.	tree belts, field corner vegetation and shaws.  - The area is surrounded by the dense woodlands of Kiln Wood, House Wood and Chesterfield Wood, to the south-west, north-east and south-east respectively.	station, and A20) impart a strong influence upon this area.	containing Hillhurst Farm, are possible.  - Beyond this there is sight of the elevated structures of the M20 Junction 11, the motorway service station, and further glimpses to the North Downs escarpment.		the proposed adjacent new Development.	
19. Sandling Wooded Parkland	- An area of slightly incised Sandgate Formation sandstone landscape gradually sloping to the south-east.  - Ditches through this area drain eastwards through Sandling Park towards Stay Brook and the Brockhill Stream.	- A predominately wooded area, partly within the Sandling Park estate (Kiln Wood), and spanning over Hythe Road towards Pedlinge (Folks Wood).  - Small areas of pasture at its fringes.	- There is very little built form through this area, apart from one dwelling and the A261 Hythe Road.  - The busy A20 Ashford Road impart an influence upon the western edge of this area.	- The woodlands that characterise this area limit views out to its margins.  - Views out from the north-west edge across the triangle of land, within the site, containing Hillhurst Farm, are possible.  - The settlements of Newingreen and Westenhanger are visible beyond this.  - There is also sight of the elevated structures of the M20 Junction 11, the motorway service station, and above this there are narrow glimpses of the North Downs escarpment.	- The woodland across this area is in an intact and cohesive condition.	- The clear rural integrity and cohesiveness of this wooded area.  - The exposed north-western edge that has the potential to be impacted by the proposed adjacent new Development.	- Conserve and reinforce the strong wooded edge along the closest boundary of the site to this area to mitigate any potential effects upon its clear rural integrity.
20. Berwick Enclosed Farmland	- A gently undulating area on the gradual dip-slope of the greensand ridge.  - The area is drained to the west by a tributary of the East Stour.	- An area of mixed agriculture and some narrow woodland blocks.  - The dwellings of Berwick House and Berwick Manor Farm lie along Stone Street that forms this area's western boundary.	- Berwick House, Berwick Manor Farm, and Oakhill Cottages are the only areas of built form.	- The settlements of Lympe and an Newingreen are visible throughout this area.  - For the short stretch of Stone Street between Lympe and Newingreen there are glimpsed views into the site, which lies immediately beyond the hedgerow to its west. From here views to Lympe Industrial Estate, and the land rising up between this and the village of Lympe, are possible.  - There are also views across the triangular area of the site which contains Hillhurst Farm, and above this the escarpment of the North Downs is visible	- The farmland here is in an intact and cohesive condition.	- The clear rural integrity and cohesiveness of this area.  - Parts of the north-western edge have the potential to be impacted by the proposed adjacent new Development.	- Create a strong planted edge along the closest boundary of the site to this area to mitigate any potential effects upon its clear rural integrity.

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