



Temporary Site Compound –

*Land at Folkestone Racecourse,
Stone Street, Westenhanger, Kent CT21 4HX*

Supporting Statement - Lawful Development Certificate (Proposed)

December 2025 - Revised February 2026



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1. Introduction

- 1.1. This supporting statement has been prepared by Network Rail Infrastructure Limited (Network Rail) to support a Lawful Development Certificate (Proposed) (hereafter referred to as LDC). The purpose of the LDC is to confirm that a proposed temporary site compound at Folkestone Racecourse, Stone Street, Westenhanger, CT21 4HX, required in connection with renewal works to the operational railway, is permitted development and therefore lawful.
- 1.2. Network Rail is the statutory undertaker for maintaining and operating railway infrastructure of England, Scotland and Wales, and is under license from the Department for Transport (DfT) and Transport Scotland (TS) and regulated by the Office of Rail and Road (ORR) to maintain and enhance the operational railway and its assets, ensuring the provision of a safe and efficient operational railway.
- 1.3. The temporary site compound will be located on land adjoining the operational railway to support renewal works to Westenhanger railway substation (the work site), for a period of approximately 6 months. Network Rail therefore intend to utilise Schedule 2, Part 4 (*Temporary buildings and uses*), Class A (*temporary buildings and structures*) of the General Permitted Development Order (GPDO) (2015) to authorise the use of the land for the duration of these works.
- 1.4. The renewals works are being delivered by Octavius on behalf of Network Rail with a planned commencement date of 25th May 2026. These works represent operational railway development benefitting from deemed consent under Schedule 2, Part 8 (*Transport related development*), Class A (*railway or light railway undertakings*) of the GPDO (2015). An assessment of the renewals works against this criteria is therefore not sought under this application.
- 1.5. Westenhanger Castle is a designated Scheduled Monument (SM) situated in proximity to two further SM's, and includes 2no. Grade I listed buildings within its boundary. The temporary site compound will comprise of a main area located on an existing parcel of grassed land, to the east of The Castle Westenhanger, which falls outside this designation, with the existing road separating the two sites and acting as a buffer. Two smaller satellite sites will be located in the field to the west of The Castle

Westenhanger, a sufficient distance from the boundary of the SM. Network Rail have contacted Historic England (HE) who have confirmed Scheduled Monument Consent (SMC) will not be required.

- 1.6. An aerial photograph of the area is shown below in Figure 1, with The Castle Westenhanger SM outlined in red, the proposal site shaded in yellow, and the substation highlighted with an orange dot.



Figure 1: Location of Castle Westenhanger SM (outlined red), proposed temporary site compound areas (shaded purple), previously proposed site compound area (shaded yellow), and substation (orange dot).

- 1.7. Network Rail do not typically apply for LDC's for works permitted under their statutory permitted development rights. In this instance, initial discussions with the Council regarding land access licencing agreements suggested an LDC would be appropriate given the sensitivities of the surrounding area, to provide formal agreement that the proposal meets the requirements of the GPDO.

2. Site Description

- 2.1. Network Rail plan to carry out renewals works of HV switchgear at Westenhanger railway sub-station (the work site). The work site is located adjacent to the railway line approximately 870m west of Westenhanger Station and 470m north-west of The Castle Westenhanger, within the administrative authority of Folkestone and Hythe.
- 2.2. Westenhanger Castle is a designated Scheduled Monument (SM) (List Entry Number: 1020761) and includes 2no. Grade I listed buildings within its boundary, Westenhanger Manor (List Entry Number: 1344223), and the Barns at Westenhanger Manor (List Entry Number: 1045888). Additionally, the Bell barrow SM is located approximately 750m to the south-west, and the Remains of causeway SM is over 240m to the south. The surrounding area is characterised by predominately open countryside.
- 2.3. To support the Westenhanger sub-station renewals, a temporary site compound will be required for the duration of the works, which are expected to take around 6 months. The temporary site compound is to be located on land adjoining the operational railway.
- 2.4. A parcel of grassed land to the east of The Castle Westenhanger, to the east side of the existing road, has been identified for this purpose, along with two smaller areas of land within the adjacent field to the west of The Castle Westenhanger (the proposal sites). The additional satellite sites within the field, located to the north-east corner and either side of the substation perimeter, are required as the main parcel of grassed land is located some distance from the substation. (This is a revision to the initially proposed area of land to the south of The Castle Westenhanger, as this is required for event parking between May and November).
- 2.5. The combined area of the proposal sites totals approximately 1200sqm, comprising the main parcel of land to the east of The Castle Westenhanger measuring approximately 600sqm, a square area to the north-east corner of the field measuring approximately 400sqm, and two triangular areas either side of the substation perimeter measuring approximately 100sqm each. The proposal sites fall within a single title of land in the ownership of Folkestone and Hythe Council (Address:

Folkestone Racecourse, Title Number: K981992), that extends to the north and north-west adjoining the work site, which forms part of the operational railway that runs from east to west.

- 2.6. An aerial photograph of the area, with the proposal sites shaded purple and access routes outlined in green and red, is shown below in Figure 2. A street view image is also provided in Figures 3.

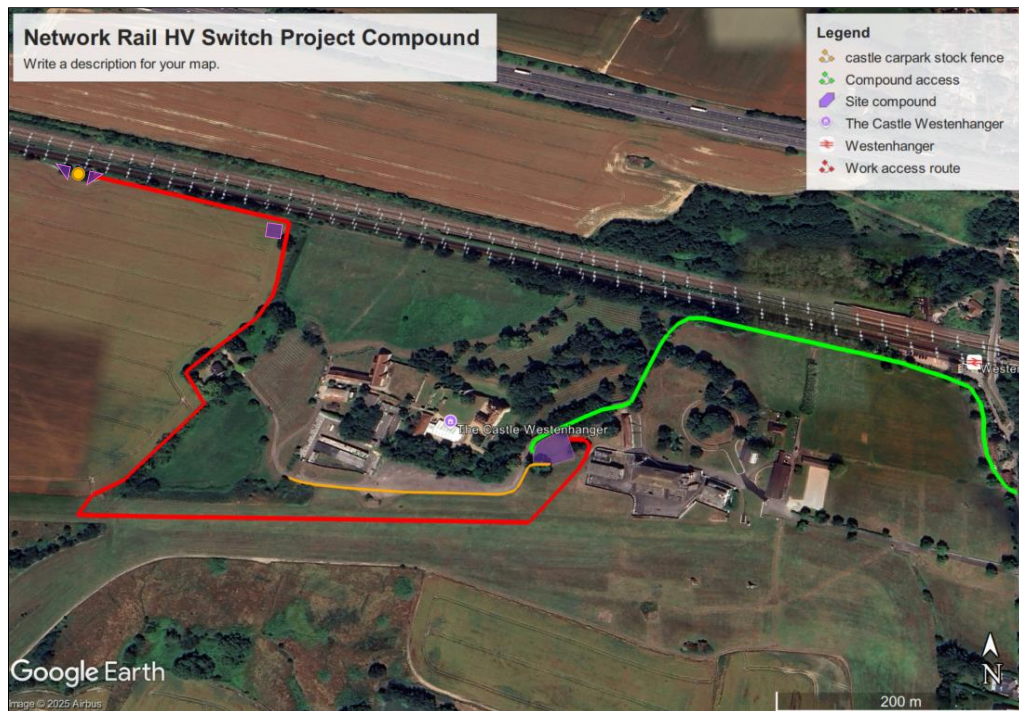


Figure 2: Proposed temporary site compound areas (shaded purple), access route to the main compound (outlined green), access route to works site (outlined red), and substation (orange dot).



Figure 3: Street view image looking north east towards the area for the main temporary site compound (Google maps, August 2016). -

3. Proposed Works

- 3.1. The proposed development comprises the temporary use of land as a site compound, for a period of approximately 6 months. The temporary site compound will accommodate up to 2 no. mobile welfare cabins, a 20ft secure storage container, some parking and materials storage areas on the main area of land, with some further parking, materials storage, and space for delivery vehicles to turn around on the additional smaller areas of land.
- 3.2. The proposal sites will be covered in a thin interconnecting track matting which will be surface-laid on top of the existing grassed and field areas, for protection of the ground and to prevent vehicle slippage, should there be muddy/soft areas, see Figure 4 below. There will be no requirement to excavate, undertake intrusive works, or lay tarmacking, if necessary a membrane and Type 1 sub-base will be used with, or instead of track matting. The ground will be reinstated to the same condition as it was found when the temporary use of the land ceases.



Figure 4: Example of surface-laid track matting for ground protection.

- 3.3. There will be no need to lay foundations for any of the structures, including the welfare units or storage container. These structures are mobile and will sit directly on the ground after being delivered to the proposal site, see examples in figure 5 below.



Figure 5: Example of a mobile welfare unit and storage container.

- 3.4. The temporary site compound will be fully enclosed with Heras fencing (or similar hoarding). This type of fencing is non-intrusive and will be weighed down by block work to ensure an adequate secure compound, and to limit visual impact for visitors to The Castle Westenhanger, see Figure 6 below. A pedestrian and vehicular access gate will be included to facilitate entry and exit.



Figure 6: Example of HERAS fence panels and installation of fencing on site.

- 3.5. Access to the temporary site compound will be via the existing road to The Castle Westenhanger, off Stone Street. Access between the temporary site compound and the work site will be routed around the outskirts of the field immediately west of The Castle Westenhanger, in part along the public footpaths (PROW), with track mats laid where required. As part of this route is an existing made road, and the proposed works are due to take place in summer, when the ground is expected to be hard, this matting may not be necessary in all areas. Lightweight buggies will be used for these journeys

to limit ground impacts. There will be no obstruction to any existing through way. Priority will be given to the public and local landowners, and a banksman will be deployed as required to ensure safety of those around.

- 3.6. Adequate lighting and signage will be provided at the temporary site compound for safety, and to inform the public and local landowners. Signage can also be placed along the access road to The Castle Westenhanger, off Stone Street. Network Rail will liaise with the Council to agree any additional fencing or signage requirements.
- 3.7. The location of the temporary site compound falls outside the Westenhanger Castle SM designation. There will be no routing of vehicles through the Westenhanger Castle SM, or the Bell barrow SM 750m to the south-west, or the Remains of causeway SM to the south, and the proposals will not impact upon the nearby Grade I Listed Buildings.
- 3.8. The proposal site is not anticipated to require any significant removal of vegetation, to facilitate its use as a temporary site compound. Should the area be found to be overgrown when works commence, vegetation will be trimmed back as necessary. If any clearance is needed, this will only take place after a preliminary ecological appraisal has been completed and only under the supervision of an Ecological Clerk of Works.
- 3.9. The renewal works are planned to start in May 2026 and will take approximately 6 months. Once complete, the use of the temporary site compound will cease, and the area will be returned to the same condition as it was found.

4. Part 4 of the General Permitted Development Order 2015

- 4.1. Network Rail, as the statutory railway undertaker, intend to utilise Schedule 2, Part 4 (*Temporary buildings and uses*), Class A (*temporary buildings and structures*) of the GPDO 2015 to authorise the proposed development.

Class A

- 4.2. Class A of Part 4 specifically deals with permitted development rights for temporary buildings and structures. Under Class A the following development is permitted:

“The provision on land of buildings, moveable structures, works, plant or machinery required temporarily in connection with and for the duration of operations being or to be carried out on, in, under or over that land or on land adjoining that land.”

- 4.3. Development is not permitted by Class A if—

- a) the operations referred to are mining operations, or*
- b) planning permission is required for those operations but is not granted or deemed to be granted.*

- 4.4. Development is permitted by Class A subject to the conditions that, when the operations have been carried out —

- a) any building, structure, works, plant or machinery permitted by Class A is removed, and*
- b) any adjoining land on which development permitted by Class A has been carried out is, as soon as reasonably practicable, reinstated to its condition before that development was carried out.*

- 4.5. The proposal site falls within a single title of land in the same ownership, which adjoins the work site which forms part of the operational railway.

- 4.6. The development is for a temporary period only, in connection with renewal works to the railway substation, and for the duration of these operations being carried out. The temporary site compound will be located on land adjoining the work site.

- 4.7. The development does not fall within the exclusions of Class A set out above.
- 4.8. Any building, moveable structure, works, plant and machinery will be removed, and the land will be reinstated to the condition it was found, when the works to the operational railway are complete, in accordance with the conditions of Class A set out above.
- 4.9. Network Rail therefore consider the proposed development is permitted by Schedule 2, Part 4, Class A, of the GPDO (2015).

5. Conclusion

- 5.1. This supporting statement has been prepared by Network Rail in support of a Lawful Development Certificate (Proposed) to confirm that the proposed temporary site compound, required in connection with renewal works to the operational railway, can be lawfully carried out under Schedule 2, Part 4, Class A, of the GPDO (2015).
- 5.2. The proposed temporary site compound will be located on land at Folkestone Racecourse, east and west of The Castle Westenhanger, for a period of approximately 6 months. Once the renewals works are complete, the temporary use of the land will cease, and the area will be returned to the same condition as it was found.
- 5.3. Network Rail concludes that the development is permitted by Schedule 2, Part 4, Class A, of the GPDO (2015), as it is for a temporary period in connection with operations being carried out on adjoining land. The development does not fall within the exclusions set out in Paragraphs A.1 (a) or (b) of Class A and the conditions set out in Paragraph A.2 will be complied with.

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