

CONNAUGHT BARRACKS MAIN SITE RESIDENTIAL SCHEME

WELCOME

Welcome to the Connaught Barracks Main Site residential scheme. WYG has been working with Homes England to deliver a masterplan and highway improvements to demonstrate the Site's capacity to accommodate up to 300 new homes. This stage is the first of four that will see the scheme progress from the masterplan, through to detailed design, construction and finally occupation.

The masterplan will support a hybrid planning application, which will be submitted next month. The planning application will seek full permission for the scheme's access points and outline permission for the general principle of the residential proposal. Following a grant of permission, the detailed design for the residential scheme will be progressed. This will develop the scale and appearance of the new homes while finessing the Site's layout and landscaping. A reserved matters planning application will follow to secure permission for these components before construction commences around 2021.

The Main Site scheme is the second phase of the Connaught Barracks Complex redevelopment. Phase One comprises the neighbouring Officers Mess scheme, which is due to commence construction later this year.



BACKGROUND

Homes England is proposing to develop the Connaught Barracks Main Site. The proposal follows the award of outline planning permission for the neighbouring Officers Mess site in 2016. A reserved matters planning application for the detailed design of the Officers Mess is currently being considered by Dover District Council.

Dover needs more houses. Dover District Council has identified Connaught Barracks in its Core Strategy for residential development. A modern development is proposed to provide up to 300 new homes with a mix of 1 bed, 2 bed, 3 bed and 4 bed apartments and houses. This will contribute to the local housing market and quality mix.

These exhibition boards show the Site as it exists today and illustrate the proposals which will be taken forward in the hybrid planning application.

THE TEAM

Homes England

Homes England is the government's housing accelerator and the Applicant for the scheme. It has the appetite, influence, expertise and resources to drive positive market change. By releasing more land to developers who want to make a difference, they are making possible the new homes England needs, helping to improve neighbourhoods and grow communities. They work with development partners who share their ambition to challenge traditional norms and build better homes faster.

Homes England is responsible for:

- increasing the number of new homes that are built in England, including affordable homes and homes for market, sale or rent
- improving existing affordable homes and bringing empty homes back into use as affordable housing
- increasing the supply of public land and speeding up the rate that it can be built on
- helping to stimulate local economic growth by using its land and investment, and attracting private sector investment in local areas.

Homes England's priorities are:

- invest over £4 billion in building new homes, helping around 70,000 families and individuals to own or rent their own home
- sell land that will be suitable for building around 6,000 more homes in the future
- build over 315,000 square metres of new business floorspace
- bring over 450 hectares of derelict land back into use for local people
- make sure its organisation continues to develop so it is ready to respond to the things government asks them to do in the future.

WYG

WYG is delivering the project on behalf of Homes England. The company is a multi-disciplinary property consultancy, bringing extensive planning and technical experience to the project from both a local and UK perspective. They have a breadth of experience of delivering residential schemes across the south east as well as working with Homes England on other housing projects in England. In developing the proposal, WYG has provided the consultancy services listed below and has been supported by Cushman & Wakefield on viability work.

Consultancy services:

- | | | |
|-----------------------------|-----------------------------------|-------------|
| • Town Planning | • Air Quality | • Ecology |
| • Masterplanning | • Noise | • Utilities |
| • Landscape Design | • Sustainability | |
| • Transport & Highways | • Socioeconomic | |
| • Heritage | • Flood Risk & Drainage | |
| • Landscape & Visual Impact | • Environmental Impact Assessment | |



SITE HISTORY

Connaught Barracks was built immediately to the south of Fort Burgoyne and completed in July 1913. During the First World War the barracks were used for the assembly of large quantities of men and supplies ready for shipment across the channel to the Western Front.

A major project to rebuild the barracks, which took two years to complete and built by C Jenner & Sons Ltd, was finished in 1962. The Queen's Lancashire Regiment was formed at the barracks in March 1970.

The 3rd Battalion the Parachute Regiment arrived at the barracks in July 1995 and was replaced by the 1st Battalion the Parachute Regiment in August 2000. The 1st Battalion continued to occupy the Site until the barracks closed in March 2006.

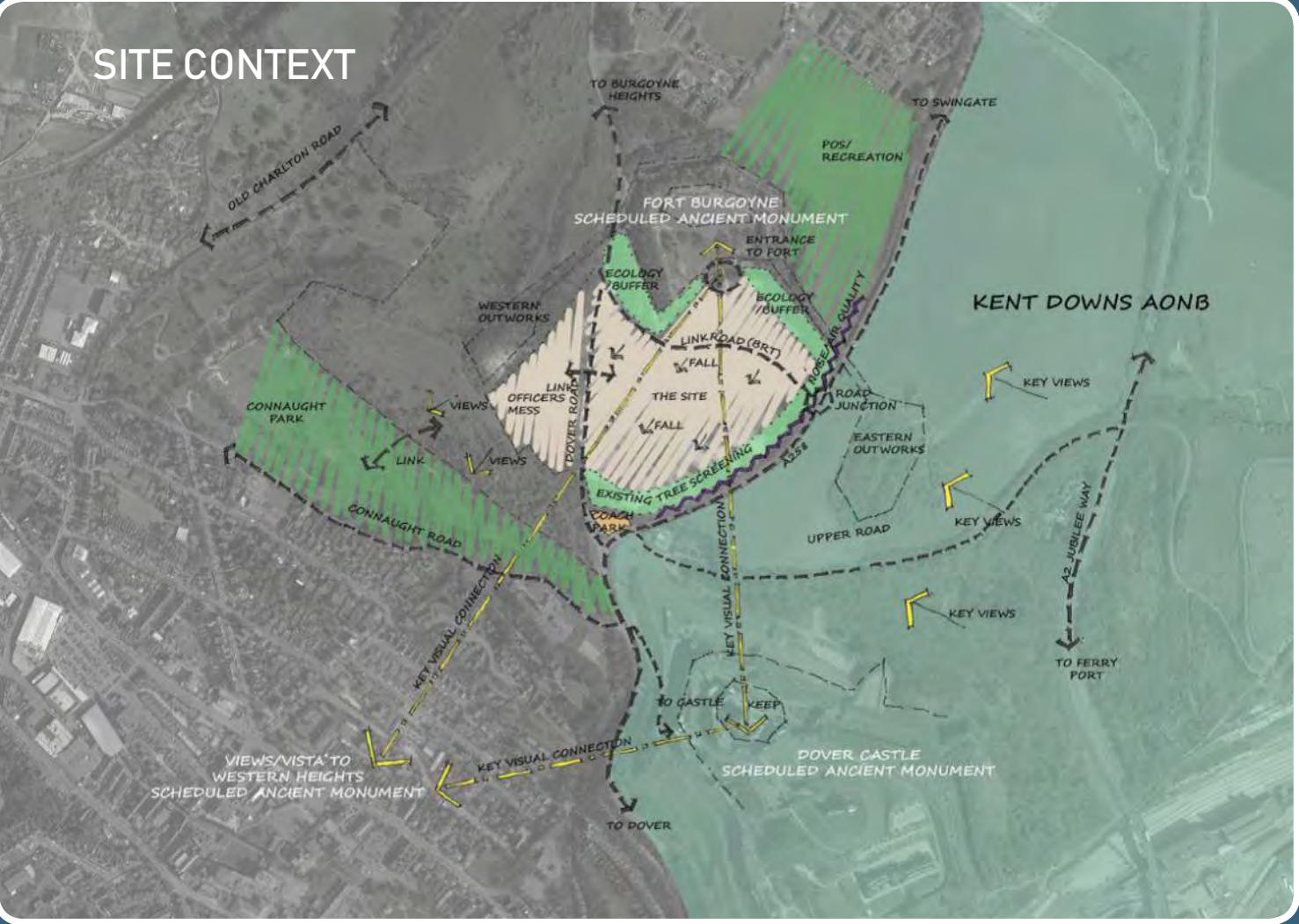
Today, the Site has been cleared of the barracks, retaining the trees and main road that leads up to Fort Burgoyne, in readiness for redevelopment.

SITE CONTEXT

The Site lies on a south-facing slope and forms part of the wider Connaught Barracks complex. The complex includes the Officers Mess, Fort Burgoyne, Playing Fields and the former Training Area beyond over a combined area of 56ha.

The Site sits within a rich but complex setting, which is made up of numerous sensitive receptors. To the north and south are Fort Burgoyne and Dover Castle, two Schedule Monuments, with Kent Downs Area of Outstanding Natural Beauty (AONB) to the east. Western Heights, another Scheduled Monument, lies on high ground approximately 2km to the south west, striking a visual relationship with Fort Burgoyne and Dover Castle. Bats are known to roost in the woodland to the north, with a 'Bat House' accommodating many of the species in the barracks' former gymnasium building in the north west corner.

Castle Hill Road (A258) immediately bounds the Site to its east and south with Dover Road immediately to its west. The two roads juncture at the Dover Road/Castle Hill Road junction to the south, where a coach park is also located. The public highways form an important feature to the redevelopment of the Site in that new development will generate additional traffic, meaning major junction improvements are required. The junctions also need to be able to accommodate the proposed Bus Rapid Transit (BRT) system.



SITE CONSTRAINTS & OPPORTUNITIES

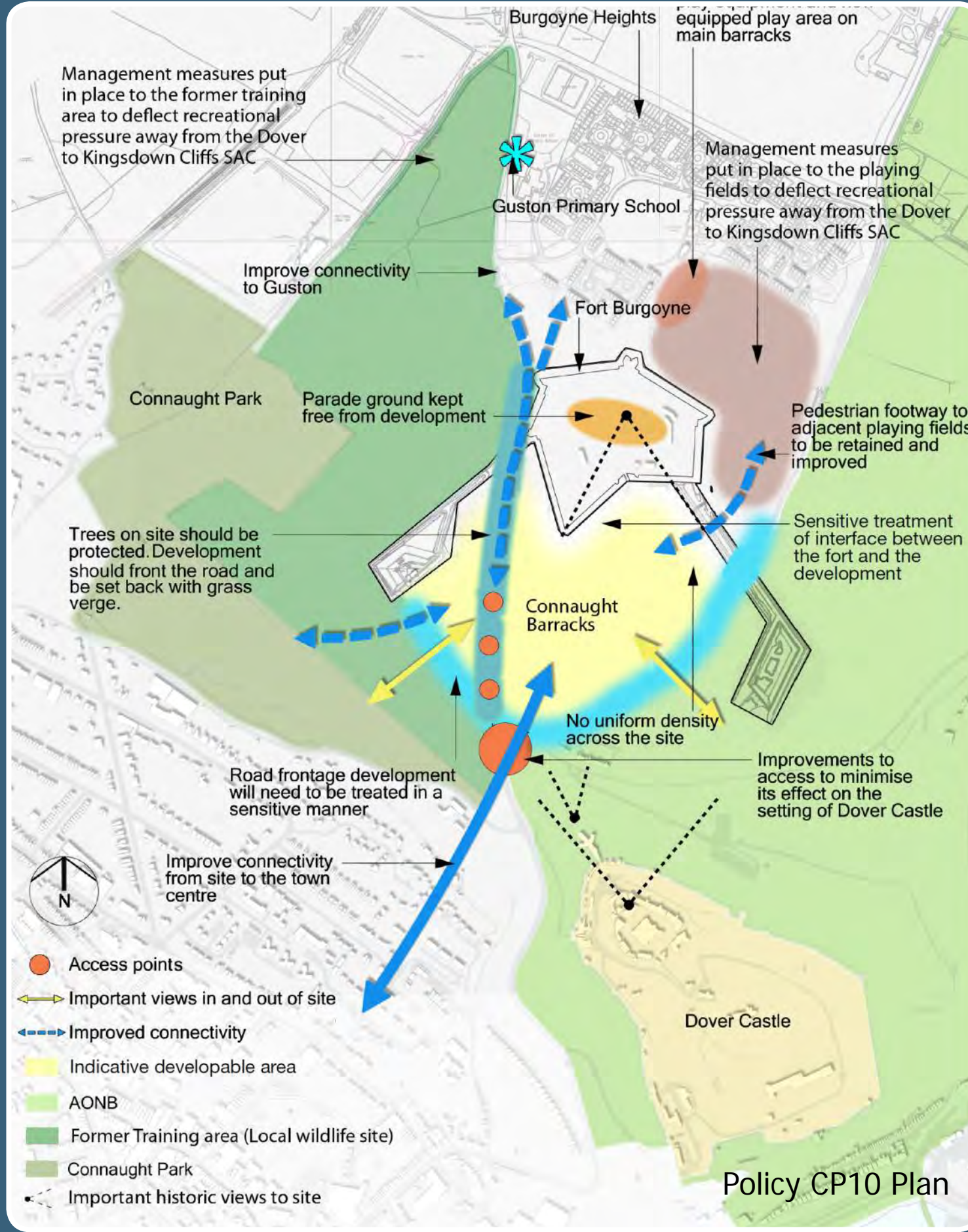
Extensive analysis has been undertaken to understand the Site and its context. The following assessments have informed the design process (and will be submitted with the planning application):

- Heritage Assessment
- Landscape & Visual Impact Assessment
- Transport Assessment
- Flood Risk and Drainage Assessment
- Ecology Assessment
- Air Quality Assessment
- Noise Assessment
- Tree Impact Assessment
- Utilities Assessment
- Viability Appraisal
- Topographical Survey

The findings of the assessments have identified several constraints and opportunities:

Summary of Constraints

- Steep topographical gradient meaning extensive engineering work
- Protection of bat roosts in woodland to the north (including Bat House)
- Safeguarding the settings of Fort Burgoyne, Dover Castle and Western Heights Schedule Monuments
- Screening from the Kent Downs AONB
- Maximising the retention of existing trees
- Avoiding encroachment of Groundwater Source Protection Zone
- Movement of utilities (substation and underground services)
- Minimising recreational pressures on Dover to Kingsdown SAC



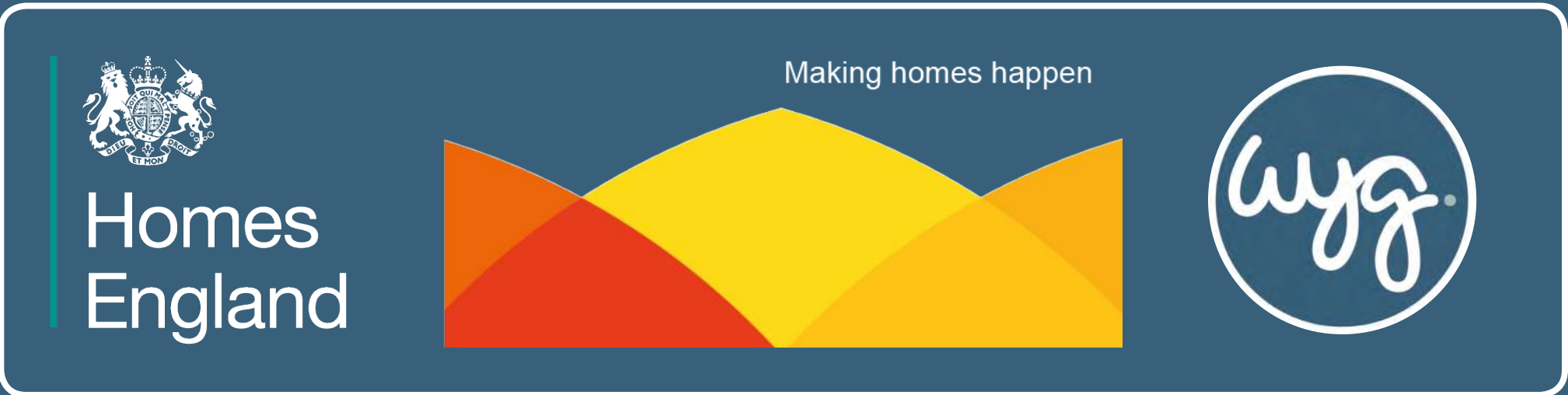
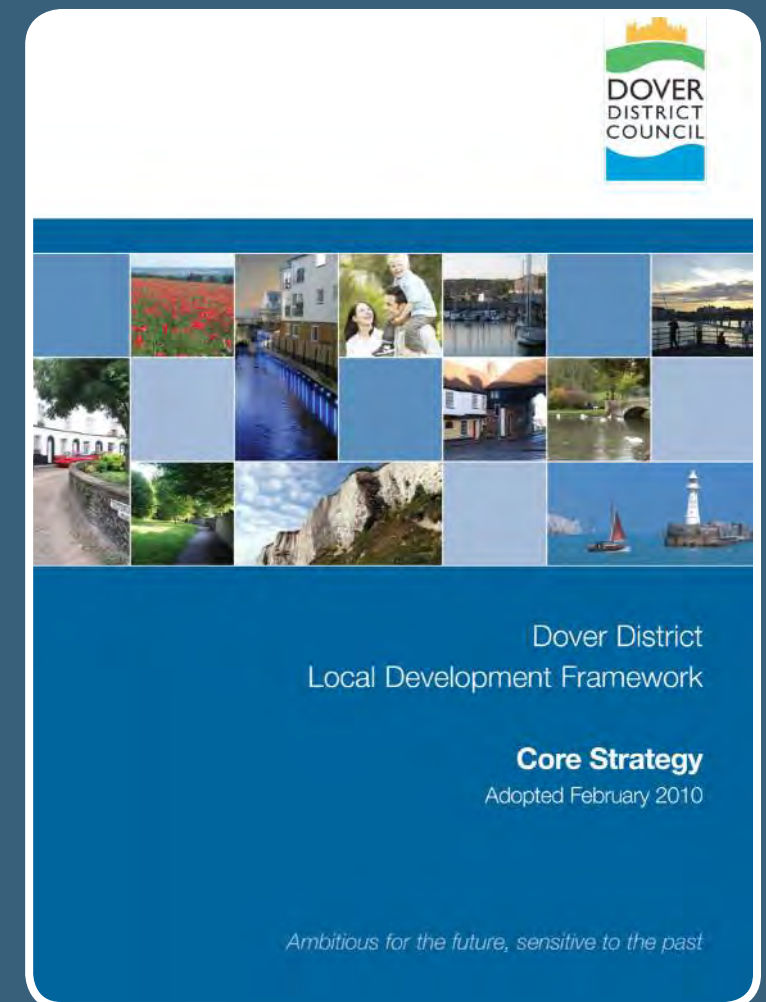
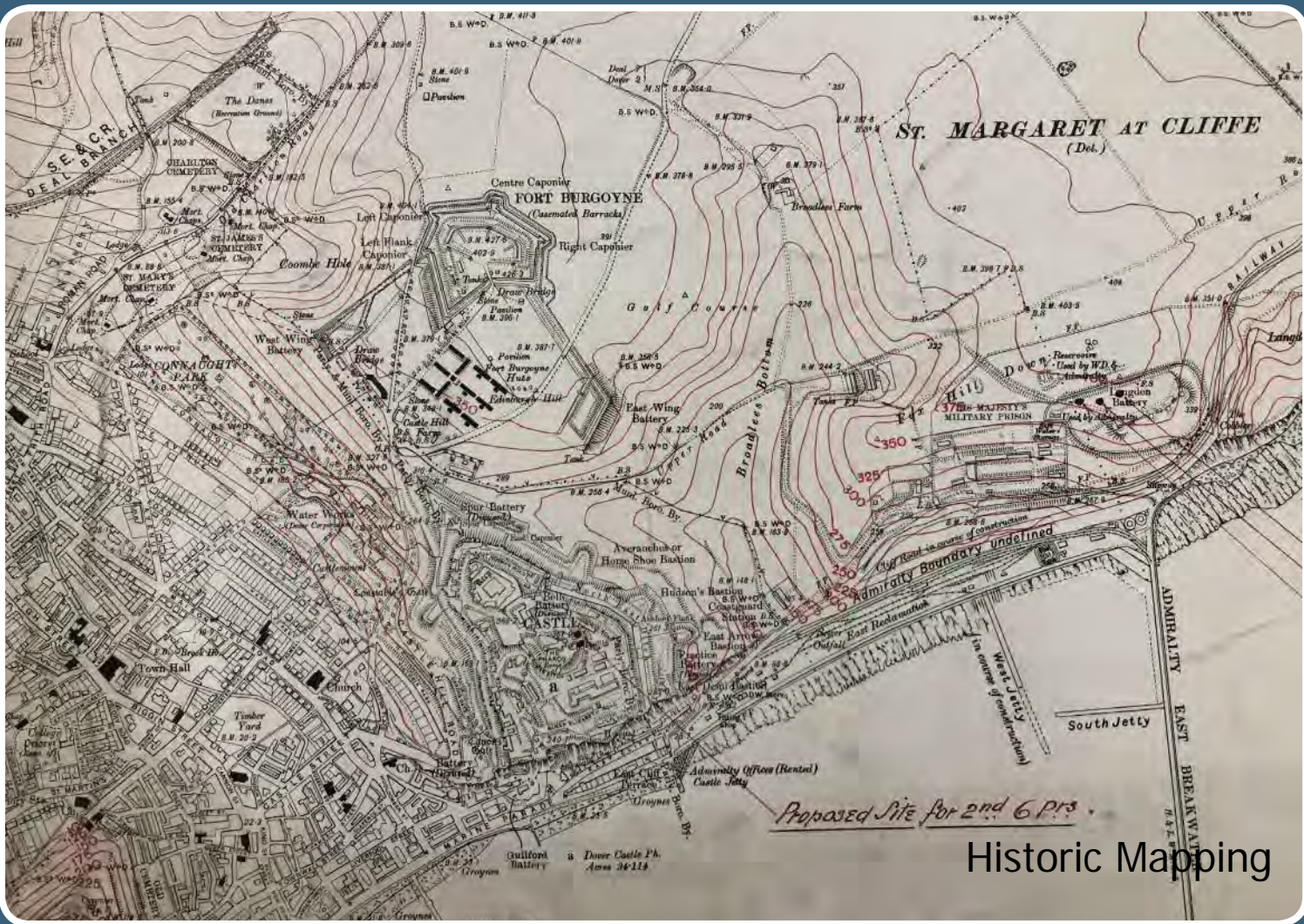
Summary of Opportunities

- Development of large Brownfield land
- Unique environmental setting and attractive context
- Enhancing the visual relationships between Fort Burgoyne, Dover Castle and Western Heights Scheduled Monuments
- Beautiful landscape setting offering cues and entry to a reflective landscape strategy
- Sloping site enabling a unique gravity drawn drainage system of attractive ponds integrated within the landscape strategy
- Immediate public highways access with quick links to the strategic road network
- Proposed BRT system offering a sustainable transport service and strong accessible links to White Cliffs Business Park and Dover Town Centre
- Playing fields to the north of Fort Burgoyne and Connaught Park to the south west providing immediate recreational facilities
- Public Rights of Way connecting to Kent Downs AONB and other parts of the countryside
- Regional and National Cycle Routes encouraging recreational activity and sustainable links to other parts of Dover and beyond
- Approved Officers Mess scheme acting as a development marker

PLANNING POLICY

The Dover District Core Strategy Policy CP10 is the Strategic Allocation for the Connaught Barracks Complex. The policy sets out the allocation for residential development and states that planning permission will be granted provided:

- Any application for development is preceded by, and is consistent with, a masterplan for the whole site which has been agreed by the Council;
- The proposals relate to the whole allocated development or if less do not in anyway prejudice the implementation of the whole development;
- The development comprises about 500 dwellings which are confined to the Connaught Barracks part of the site and make a particular contribution to the enhancement of Dover's upper-mid market range of housing
- A comprehensive record is made of all buildings prior to their demolition;
- The design incorporates foreground buildings and creates vistas and focal points using retained trees and having particular regard to relationships with Fort Burgoyne, Dover Castle and the Western Heights, and impact on the adjacent landscape especially the Kent Downs Area of Outstanding Natural Beauty;
- A mitigation strategy to address any impact on the Dover to Kingsdown Special Area of Conservation is developed. The strategy should consider a range of measures and initiatives including for example provision of open space within the development, improved access and management of the playing fields, management of the former training ground or improved access to other open spaces in the vicinity of the development. In any event the biodiversity of the former training area should be enhanced;
- The condition of Fort Burgoyne is stabilised, if possible new uses are accommodated, a public access strategy is agreed and a management arrangement is incorporated that secures a sustainable future for the Fort;
- An energy and water strategy is developed that will be capable of enabling the development throughout its lifetime to meet proposed national stepped requirements for sustainable construction under the Code for Sustainable Homes and the development achieves at least 80% of the ecology credits using the Code for Sustainable Homes and BREEAM assessments, as appropriate; and
- An access strategy is developed that maximises the potential for walking, cycling and use of public transport, especially to the town centre and to Burgoyne Heights. Should a new access onto the A258 be proposed as part of this strategy it would have to comply with the requirements of Policies DM12 and DM16, with particular reference to the landscape character and setting of the Kent Downs AONB, and avoid harm to the setting of the Fort Burgoyne and Dover Castle Scheduled Ancient Monuments.



DESIGN CONCEPT

The design concept builds on the Site’s constraints and opportunities. Key features are:

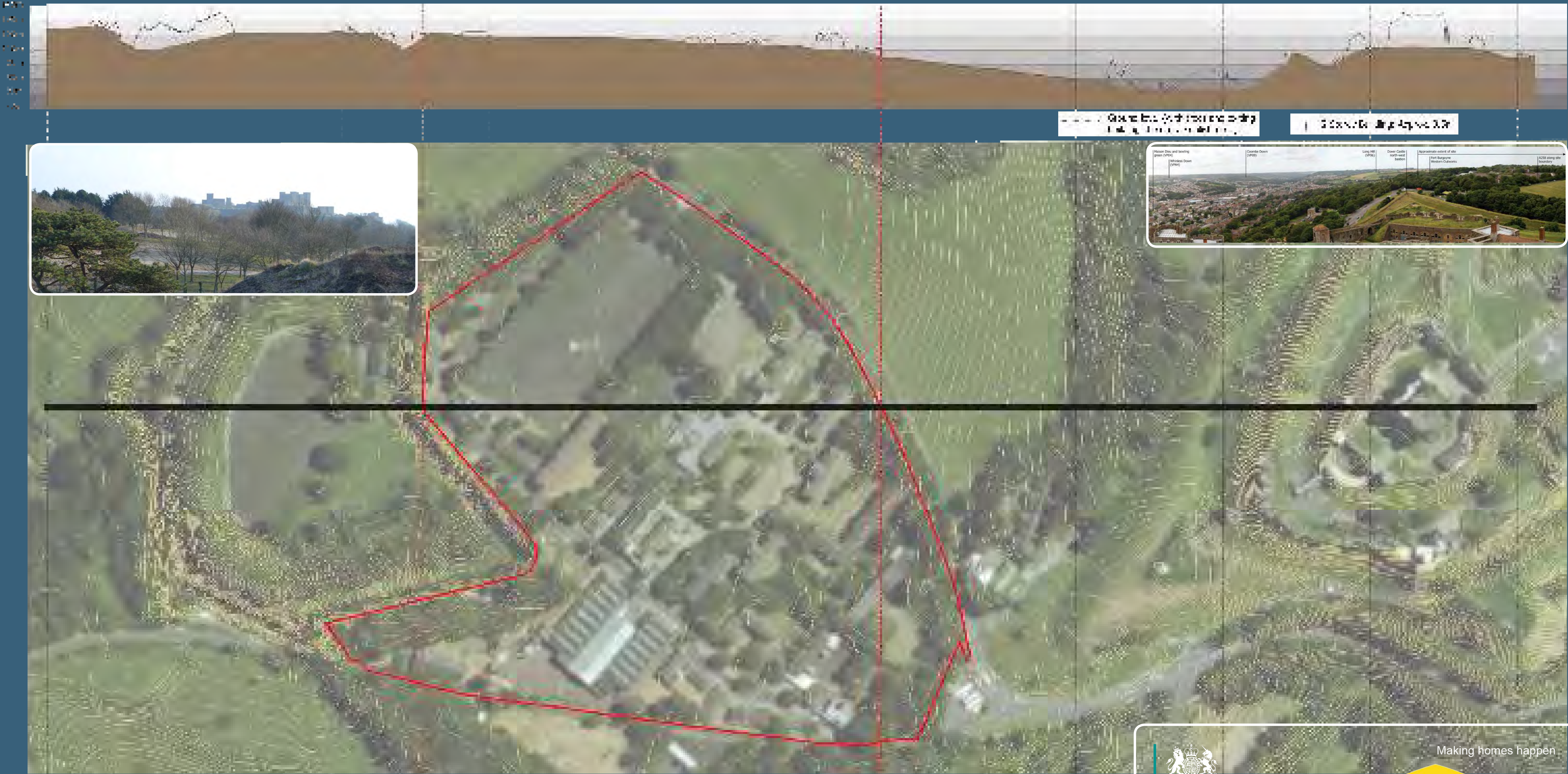
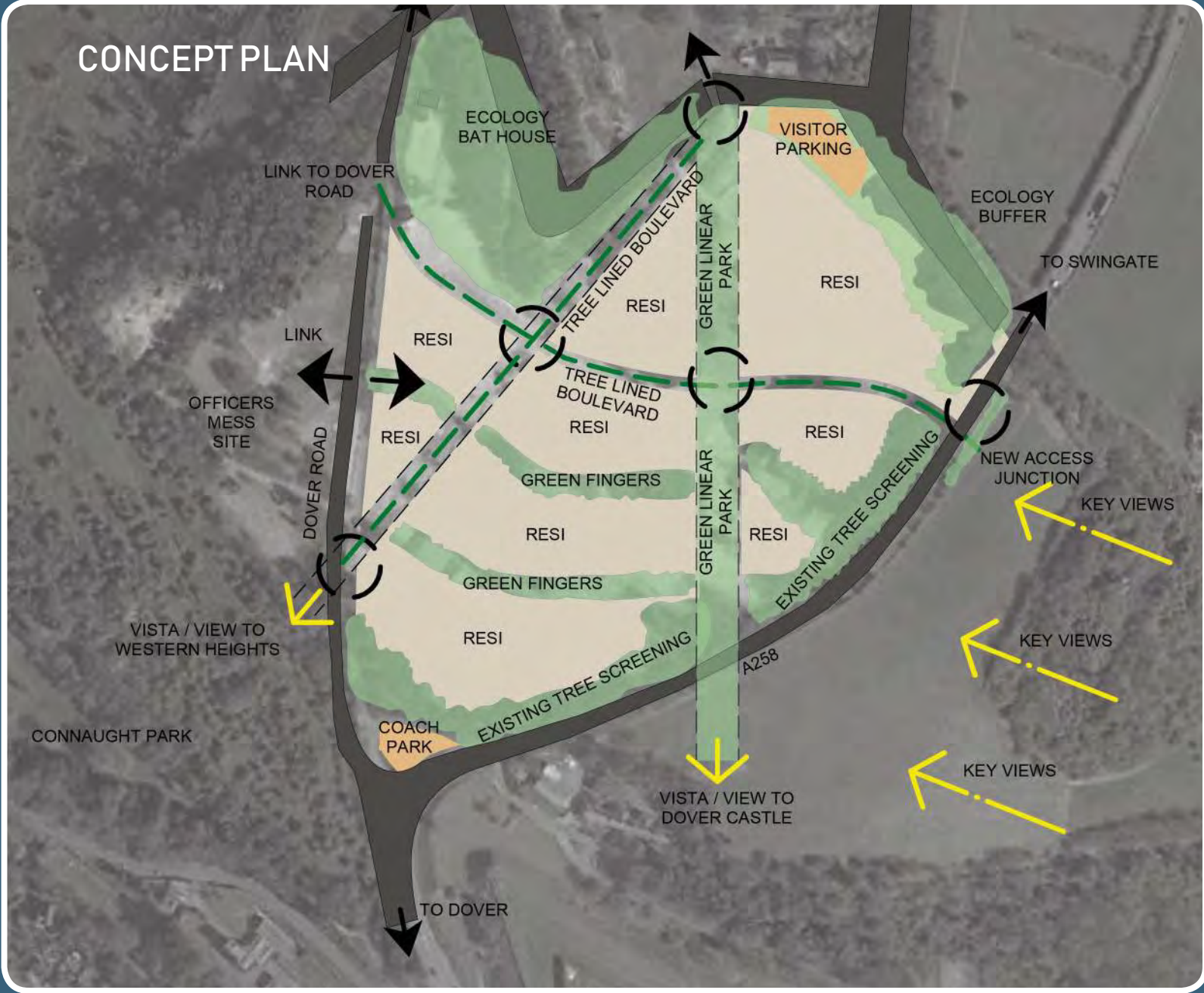
- 1. Creation of visual linkages between Fort Burgoyne and Western Heights, and Fort Burgoyne and Dover Castle. The Scheduled Monuments will be framed by the streetscenes and landscaping, enhancing their visual status and heritage setting.
- 2. Retention of trees around the site perimeter, maintaining an important screening function against exposure to the AONB, and replanting of trees throughout the scheme as part of a comprehensive landscaping strategy.
- 3. Diversion of Dover Road through the Site. This avoids the need for a new signalised junction on Dover Road / Castle Hill Road, which would lead to queuing traffic on the steep Castle Hill Road. It will also remove what would be a harsh barrier between the Officers Mess and Main Site schemes thus allowing the integration of both to create an holistic development.
- 4. The new road through the Site will be of a standard ready for the BRT system.
- 5. An enhanced gateway to Fort Burgoyne and provision of a 50 space car park for use of Fort Burgoyne visitors.
- 6. Retention of the woodland band to the north and protection of bat roosts found in this location.
- 7. Green fingers which penetrate the Site, working with its topography and creating a landscaped definition to the scheme.

- 8. Three access points: leading off Dover Road, a new signalised junction on the A258 and use of the present Main Gate access.
- 9. Ponds that form part of the comprehensive landscaping strategy and provide rich biodiversity habitats whilst also functioning as attenuation basins as part of the drainage strategy.
- 10. Three distinct development parcels which set up the opportunity for character areas to be created as part of a wider, diverse design strategy.

CONSULTATION

Key consultees have been engaged throughout the design process. We have presented design options and sought input from the following organisations:

- 1. Dover District Council
- 2. Kent County Council Highways
- 3. Historic England
- 4. English Heritage (Dover Castle)
- 5. The Land Trust (Fort Burgoyne)
- 6. Natural England
- 7. Kent Downs AONB Unit



THE PROPOSAL

The Proposal comprises the delivery of up to 300 new homes, new highway junctions, the diversion of Dover Road, associated internal access, parking, road/footway/cycleway provision, open space, landscaping, and surface water drainage.

Housing

286 homes are shown on the indicative masterplan, however, the supporting assessments have tested the Site for the accommodation of up to 300 units should a developer consider more can be developed. The proposed mix is shown in the table:

Unit Type	Bed No.	Unit No.
Apartments	1	69
	2	31
	Sub Total	100
Houses	2	54
	3	96
	4	36
	Sub Total	186
	Total	286

The apartment blocks will generally be between 2 – 3 storeys high with potentially 4 storeys in gateway locations. The houses will generally be 2 – 2.5 storeys high.

The material palette will be sensitive to the heritage and landscape context and will seek to resemble that used on the Officers Mess scheme to establish a signature that brings both schemes together as an holistic development.

The layout will be arranged in three distinct development parcels. The development is likely to be phased accordingly and will be designed in such a way that they each have a unique character:

1. ‘The Core’ – set between Fort Burgoyne Road (Fort Burgoyne to Western Heights vista) and the Officers Mess scheme.
2. ‘The North’ – arranged to the north of the diverted Dover Road.
3. ‘The South’ – located to the south of the diverted Dover Road and east of Fort Burgoyne Road.

Highways

The Proposal will bring about some major changes to the existing public highways in the vicinity of the Site.

Dover Road

The northern part of Dover Road will be diverted through the approximate location of the current disused site gate. In this area, the current alignment of Dover Road will be stopped up meaning traffic will be re-routed through the Site on an east/west axis, entering and exiting at a new junction on Castle Hill Road (A258). The re-routed section will be ‘BRT-ready’, meaning it will be of a standard that can accommodate the BRT system proposed to link Dover with the new Whitfield community, Whitebrook Business Park and Dover Town Centre.

The stopping up of Dover Road will be achieved by incorporating a sensitive landscaping treatment that serves to prevent traffic travelling southbound but allows pedestrians and cyclists to continue to travel freely on the alignment. Provisions will also be made to allow access for emergency vehicles.

The remainder of Dover Road will incorporate highway measures, such as raised levels and surfacematerials, which servetocalmtrafficandcreateamorepedestrianfriendlyenvironment. This will include informal crossing points linking the Officers Mess scheme with the Main Site, a design measure that will bring the two developments closer together. The Regional Cycle Network route will also be accommodated with a designated cycle path.

At the southern end of Dover Road, a staggered junction will serve the Site and the Officers Mess scheme. Given its gateway credentials, a strong landscaping scheme will welcome visitors, signalling the entrance to the two sites and acting as a traffic-calming measure on arrival. The Site junction will be located at the approximate position of the existing Main Gate.

Castle Hill Road (A258)

The existing (secured) Site access on Castle Hill Road (A258) will undergo major improvements to make a new junction suitable for accommodating traffic flows that enter and exit the Site. The junction will include a designated left-in lane (on Castle Hill Road) and right-out lane, and will be signalised, meaning that traffic can be controlled, for the benefit of giving priority to the future BRT system.



“ These landscape and heritage focused proposals will deliver key community benefits, helping to achieve local aspirations and solve local housing issues. This proposal will create an attractive, sustainable neighbourhood that respects Dover’s historic tapestry and wider setting. The new neighbourhood will provide a strong network of open spaces and create a range of quality new homes, intergrated sustainable travel opportunities and promote biodiversity. ”

THE PROPOSAL

Landscaping

The landscaping strategy is one that has been designed to absorb the Site’s landscape setting, taking cues from the Kent Downs AONB and nearby Connaught Park. The existing trees around the Site’s perimeter will be largely retained. Where some clearance is required to accommodate the A258 junction, a regime to reinstate as many as possible will be implemented.

The landscaping strategy will be asserted on a number of east-west ‘green fingers’ that penetrate the scheme from the Site’s edges.

The protected views between Fort Burgoyne and Dover Castle and Western Heights will also be capitalised on for the benefit of residents but also to respect and enhance the setting of these important heritage assets. The landscaping treatments of both vistas will be unique.

The Fort Burgoyne to Dover Castle view will be characterised by a green corridor with a parkland setting. Footpaths will wind down the sloping gradient, interrupted by seating areas at vantage points to give serene views of Dover Castle and beyond to the English Channel. A dwarf drainage canal will carry water to a pond in the northern part of corridor, which will be linked underground to a cascading of ponds down the slope. The ponds will have the capacity to attenuate surface water during times of high rainfall. This area of the scheme will include rich flora species that are synonymous will local wildlife.

The Fort Burgoyne to Western Heights view will be of a different character with a harder landscaped regime. The view will be dominated by Fort Burgoyne Road interspersed with mini-public squares at junctions between roads and footpaths, demarked by a change in surface materials and levels.

Trees will be a dominant feature of the scheme. Both the vistas will be lined either side as will the rerouted Dover Road and some of the smaller estate roads. A boulevard impression will therefore be created, helping to frame the street scene and allow the development to blend in with its wider landscape context when viewed from afar .

Public Open Space

Residents will be able to access public open space across the scheme. Public open space will tend to be provided through the view corridors and the Site’s fringes. Measures such as footpaths, ponds and local play areas will act as activity generators. The recreational space to the north of Fort Burgoyne will be opened up to residents. This will be achieved through signposting and creating clear, legible routes between the two areas. Connaught Park will also be clearly signposted to direct residents to this recreational resource too.

Access and Permeability

Pedestrian and cycling access will be incorporated into the vehicle access points. Other points will be found at:

- The south of the Site, providing a link to the bus stops next to the Upper Road junction.
- The north eastern corner, linking the scheme to the recreation area to the north.
- Various points along Dover Road to sew the scheme with that of the Officers Mess.

The development layout avoids cul-de-sacs, which enables a permeable scheme that is circulatory in nature creating a naturally surveyed environment. The avoidance of dead end and hidden corners has been purposely designed with residents’ security in mind.

The surface treatment of roads through raised levels and paving to slow down traffic and deliver a pedestrian-friendly environment will aid site permeability through making it easier and safer to walk and cycle. Likewise, the distinctive development parcels and change in levels as one moves south to north will be connected by landscaped footpaths.

Car parking will be provided against Kent County Council’s ‘suburban’ residential standards. This means provision will be between 1 space and 2 spaces per unit depending on the unit size.

Fort Burgoyne

Fort Burgoyne has formed an important consideration of the masterplan design. Apart from the Fort Burgoyne to Dover Castle and Western Heights vistas, the Fort has been accounted for in other ways.

The entrance to the Fort will be enhanced through an appropriate treatment, which will create a distinctive gateway to Dover’s unique heritage feature, aided by a suitable wayfinding strategy. Woodland-setting car parking for 50 spaces is also accommodated to the north of the Site to provide for visitors.

