



XXXXXXXXXXXXXXXXXXXX
WE MADE THAT
XXXXXXXXXXXXXXXXXXXX

GRAHAM HARRINGTON
PLANNING ADVICE

BASILDON TOWN CENTRE URBAN CAPACITY STUDY
REV B | 24-09-2021

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Revisions tracker

Rev.	Date	Description
-	06-08-21	Draft
A	03-09-21	Draft
B	24-09-21	Final issue to Client

EXECUTIVE SUMMARY

The purpose of this urban capacity study is to provide a robust evidence base for future development potential within Basildon Town Centre, to support modifications for the Local Plan process and clearly demonstrate the new administration's vision for the area.

A Basildon-specific methodology for site selection and capacity testing has been developed for this study. This is informed by national, regional and Basildon-wide approaches as outlined in the following policy documents:

- National Planning Policy Framework (2021)
- National Planning practice guidance
- South Essex Strategic Growth Locations Study – Housing Land Availability Evidence Base Report (September 2018)
- Essex Design Guide
- Basildon Town Centre Regeneration Framework 2020

The methodology sets out a design and place-based approach for identifying potential capacity in Basildon Town Centre.

Four scenarios have been tested for development potential.

These include three building heights scenarios which serve as a comparative tool to understand development uplift relative to height across the Town Centre area.

A final fourth scenario test applies a refined judgement based on site-by-site factors to illustrate a preferred development option scenario for Basildon Town Centre, informed by the above policy documents, current development context and a design-led approach.

Outcomes of the scenario testing are as follows:

Baseline scenario A - "Existing prevailing heights"
The prevailing building heights associated with this scenario range from 3-4 storeys up to 7-8 storeys and provides a total of around 3,900 homes, 35,770sqm of retail space and 37,920sqm of workspace.

Baseline scenario B - "Existing prevailing heights +50%"
The prevailing building heights associated with this scenario range from 5-6 storeys up to 12 storeys and provides a total of around 5,900 homes, 35,770sqm of retail space and 56,200sqm of workspace.

Baseline scenario C - "Existing prevailing heights +100%"
The prevailing building heights associated with this scenario range from 5-6 storeys up to 15 storeys and provides a total of around 7,800 homes, 35,770sqm of retail space and 74,480sqm of workspace.

Scenario D - "Optimising capacity"
The prevailing building heights associated with this scenario range from 3-4 storeys up to 13 storeys and provides a total of around 4,500 homes, 35,770sqm of retail space and 31,996sqm of workspace.

1.0

INTRODUCTION

About the project

Basildon Borough Council commissioned architects and urban designers We Made That and planning consultants Graham Harrington Planning Advice to undertake an urban capacity study for Basildon Town Centre. The study will support the proposed modifications for the Local Plan process and will form an evidence base which seeks to address the expectations of Basildon Borough Council in a robust and defensible manner.

A series of parameter plans and scenarios are explored and documented through the urban capacity study. This is supported by a clear rationale for decision-making and concise reporting on robust development capacity.

About this document

This document includes an appraisal of the existing condition and planning context within the red line study area of Basildon Town Centre. This is documented alongside a review of the Basildon Town Centre 2020 strategic work to set the scene for urban capacity testing. This contextual information is included within sections 2.0 to 4.0.

The urban capacity testing exercise is included within sections 5.0 to 7.0. These sections outline a selection process for sites to be included in the capacity testing; set out a clear methodology and assumptions made in the scenario testing; and document the results of 4 urban capacity scenario tests including figures for the number of total homes delivered per option.

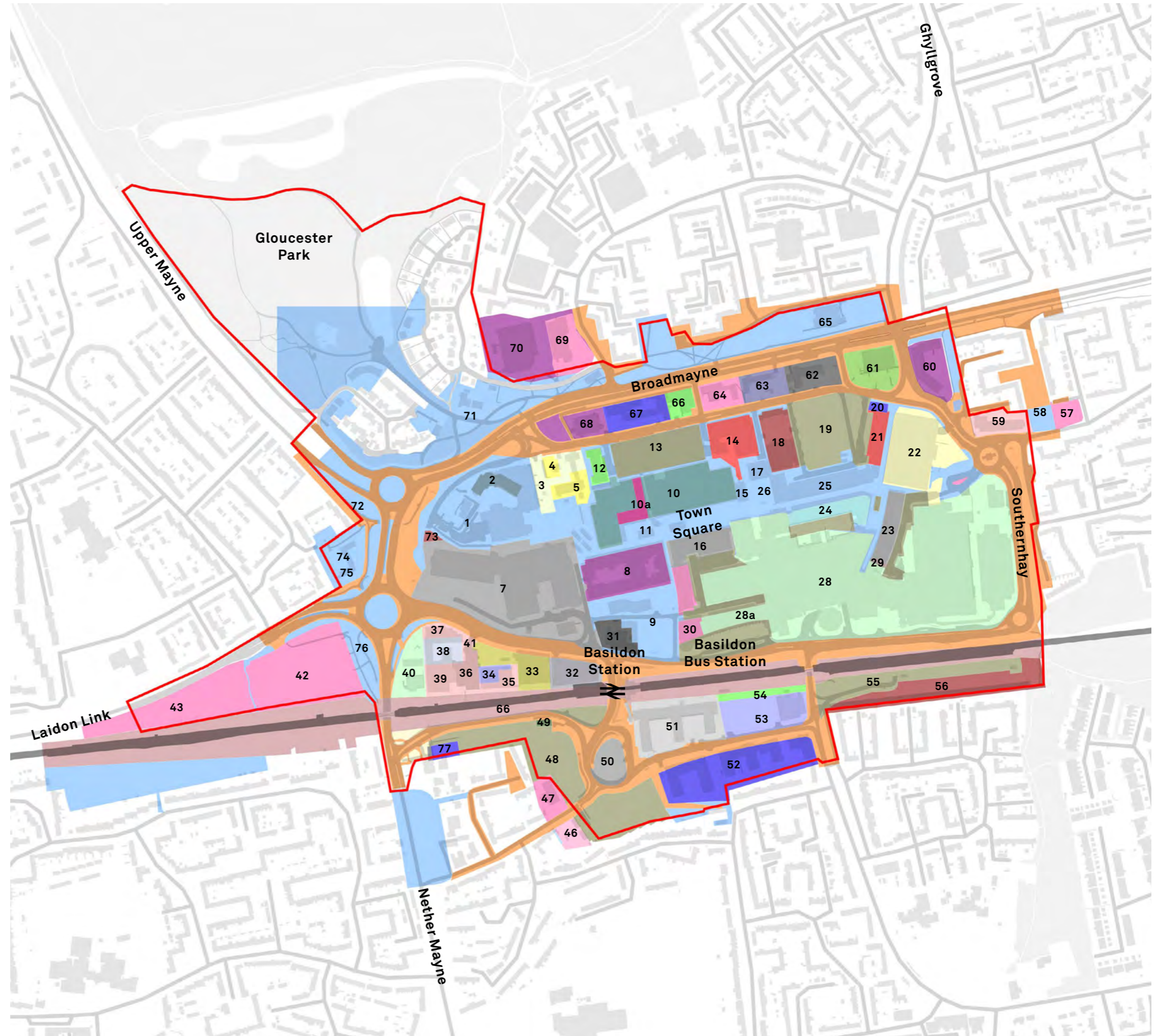
2.0
EXISTING
CONDITIONS



2.0 EXISTING CONDITIONS

Ownership

- KEY
- 1 Basildon Borough Council
 - 2 Essex County Council
 - 3 Chelmsford Diocesan Board
 - 4 Incumbent of St Martin of Tours
 - 5 Incumbent of St Martin of Tours
 - 6 Basildon Council
 - 7 Heref
 - 8 Elmbrook – Freehold, Orwell - Leasehold
 - 9 Basildon Council
 - 10 Marson's
 - 10a Northgate Basildon (London) Limited
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 - 21 Ace Bench / Greyfriars
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 - 60 Adriatic Land 4 Limited
 - 61 GS8
 - 62 (unregistered)
 - 63 East of England Ambulance Service NHS Trust
 - 64 North East London NHS Foundation Trust
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 - 74 Sempra Homes
 - 75 Sempra Homes
 - 76 Basildon Council
 - 77 Eastern Power Networks Plc



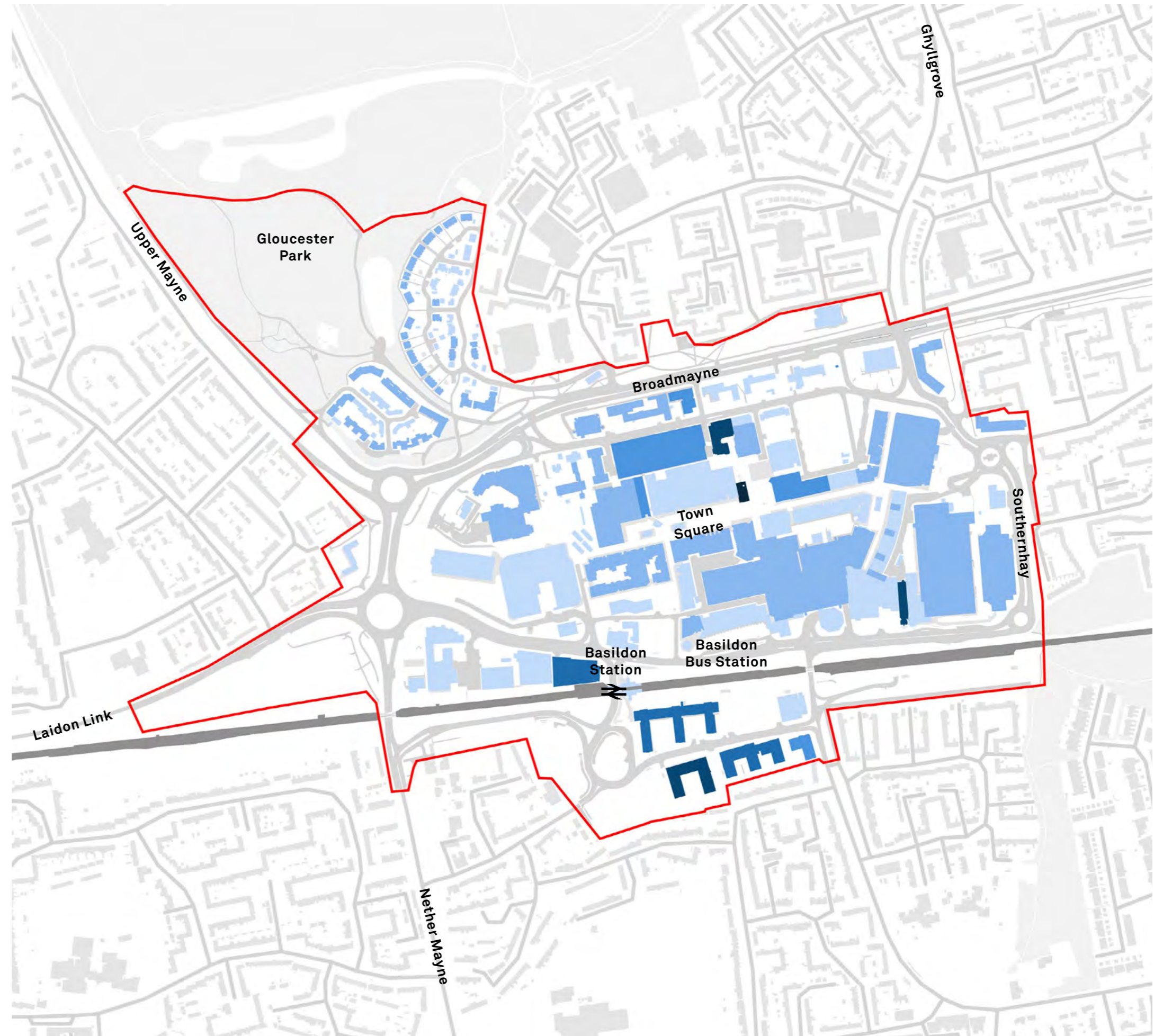
2.0 EXISTING CONDITIONS

Building heights

The heights in the town centre typically range between 1-10 storeys in height, with very few buildings 11+ storeys.

Taller buildings include Brooke House adjacent to Town Square, as well as residential buildings south of Basildon Station.

Outside the town centre area suburban residential areas typically 1-4 storeys in height.



2.0 EXISTING CONDITIONS

Heritage

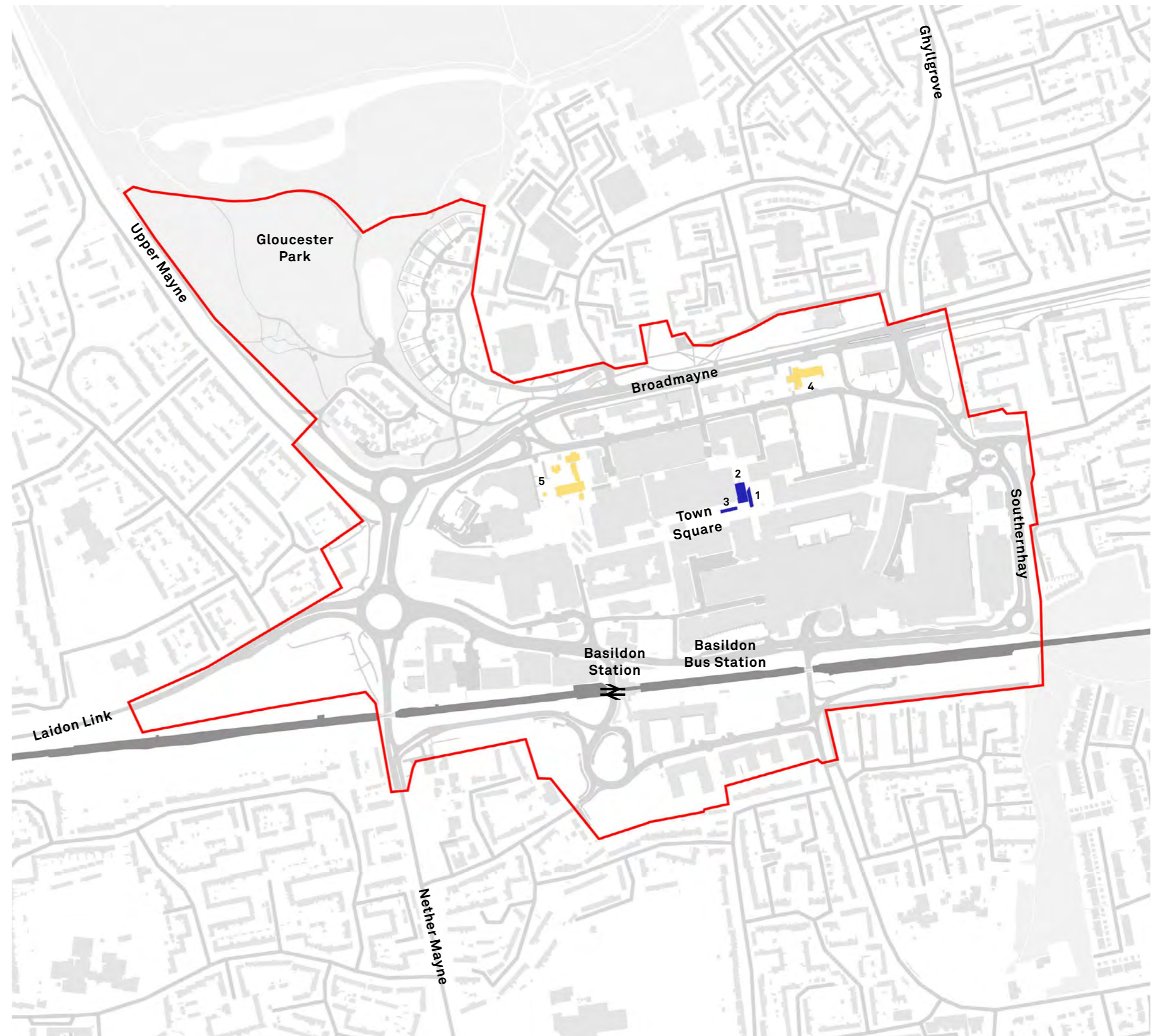
There are no Conservation Areas in Basildon Town Centre.

There are three Grade II listed buildings:

1. Retaining walls, ramp, steps, staircases, bench and raised paving
2. Brooke House
3. Raised pool and sculpture

There are 2 non-designated heritage assets:

4. Basildon Fire Station
5. St Martin's Church and Bell Tower



KEY

- Non-designated heritage assets
- Listed buildings
- Town centre



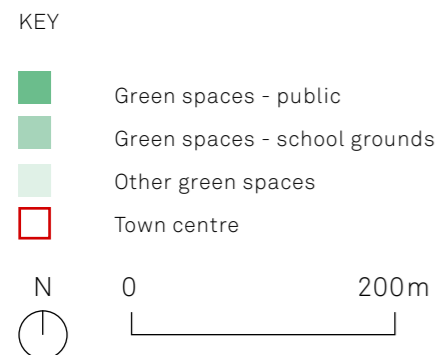
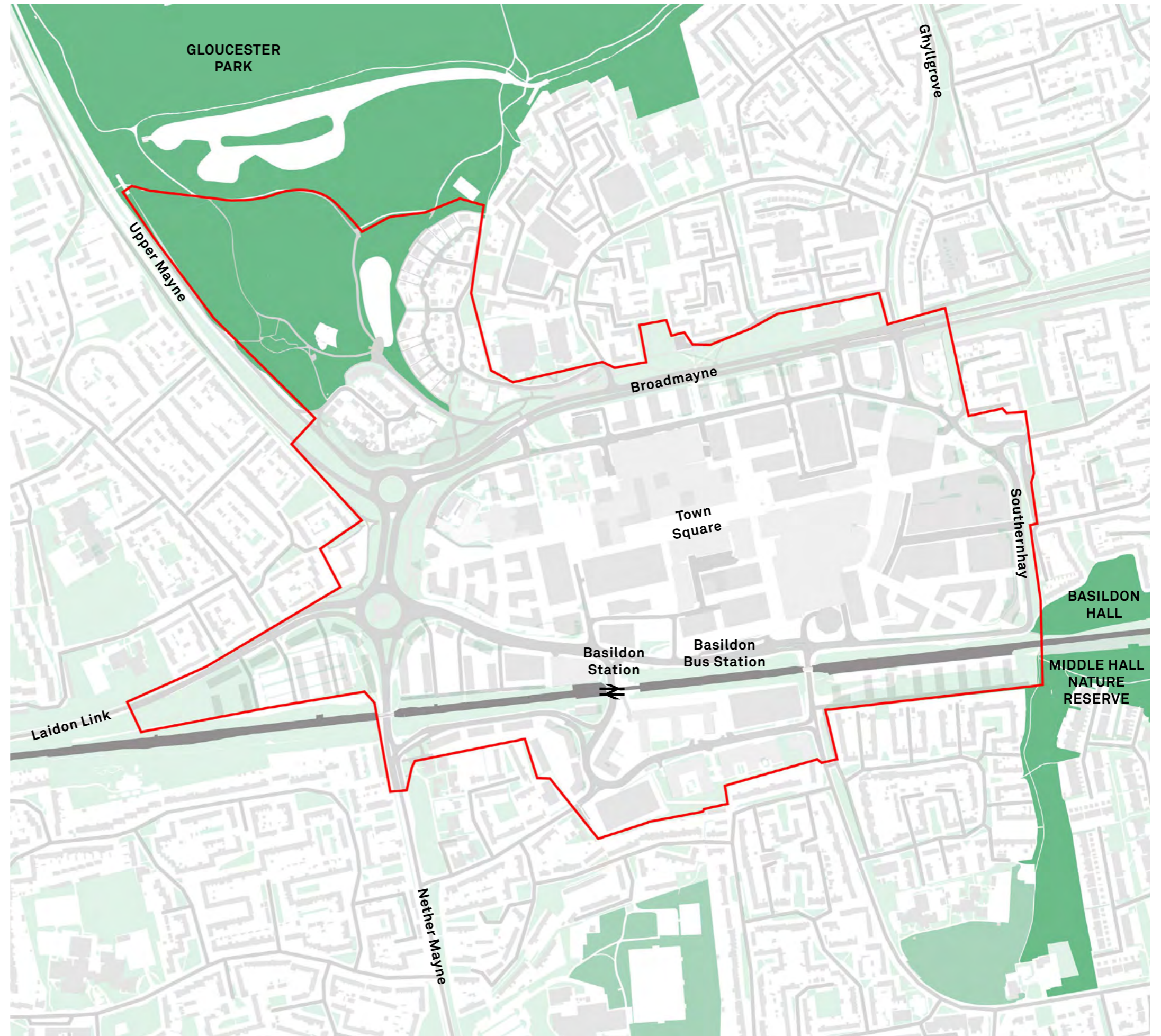
2.0 EXISTING CONDITIONS

Green space

The following parks are within 15min walk from the Basildon town square:

- Gloucester Park
- Basildon Hall
- Middle Hall Nature Reserve

There are a number of trees in the town centre, the precise number, location and condition of which will require a full arboricultural survey to discern.

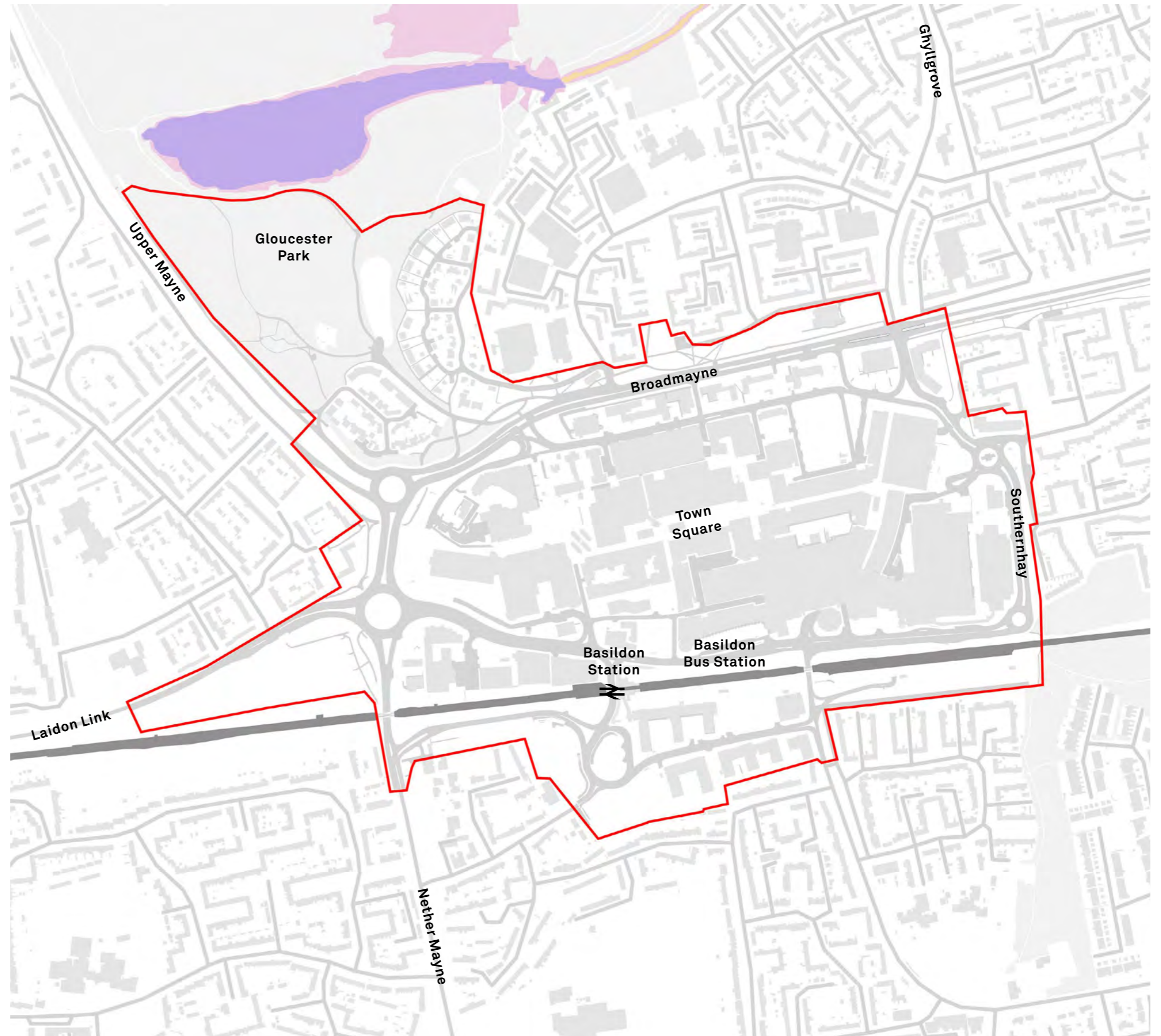


2.0 EXISTING CONDITIONS

Flood risk

The town centre within the study area boundary is not subject to flood risk.

The only nearby flood zone is located in Gloucester Park to the north of the study area.



- KEY
- Critical drainage areas
 - Flood zone 3a
 - Flood zone 2
 - Town centre

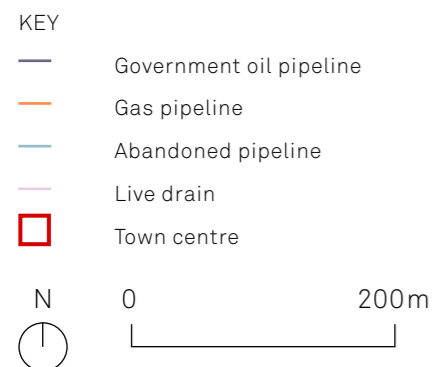
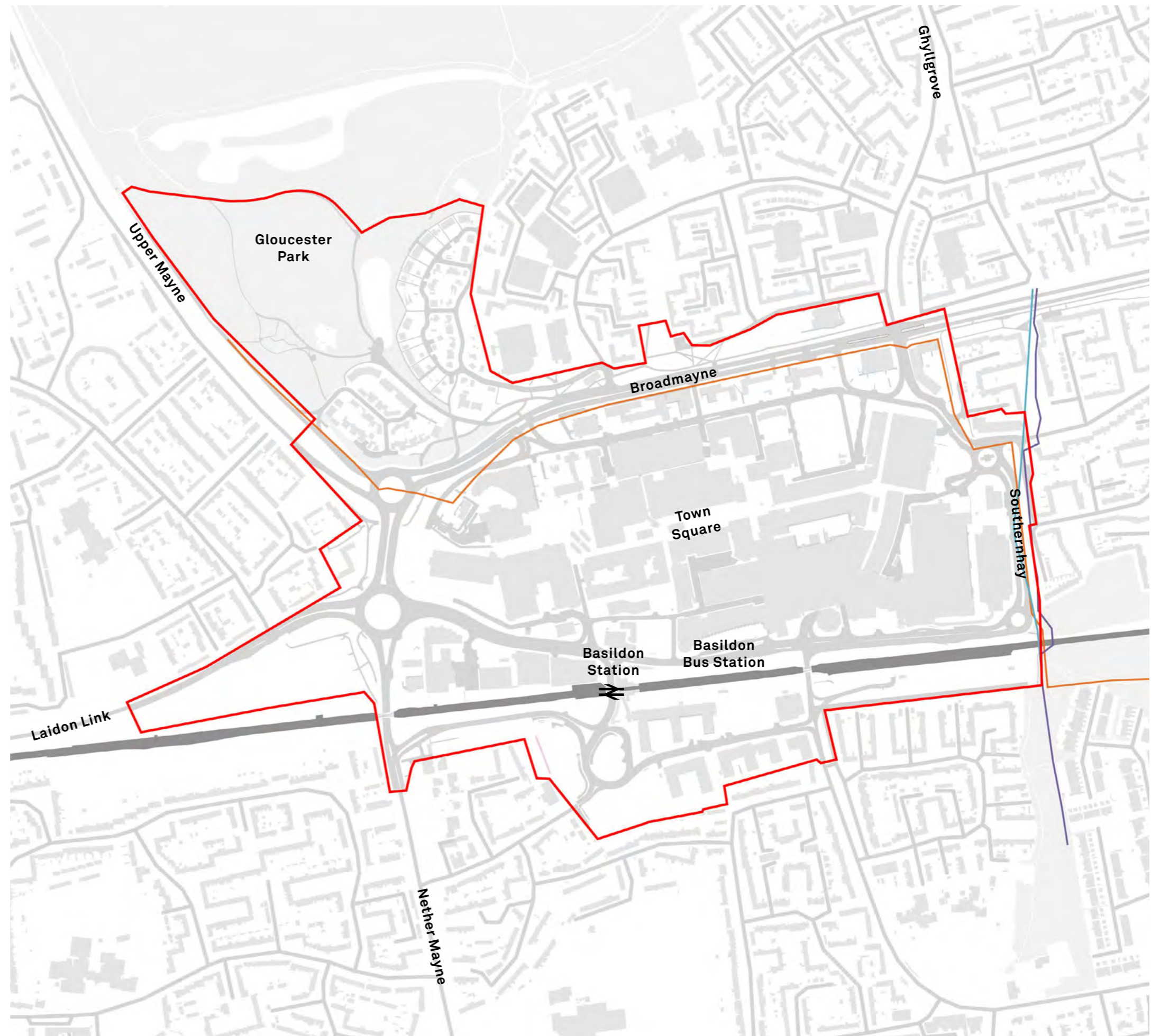


2.0 EXISTING CONDITIONS

Below ground constraints

The below ground constraints such as government oil pipelines, gas pipelines and abandoned pipelines are located to the edges of plots and highways.

There is also a live drain situated in car park 12.

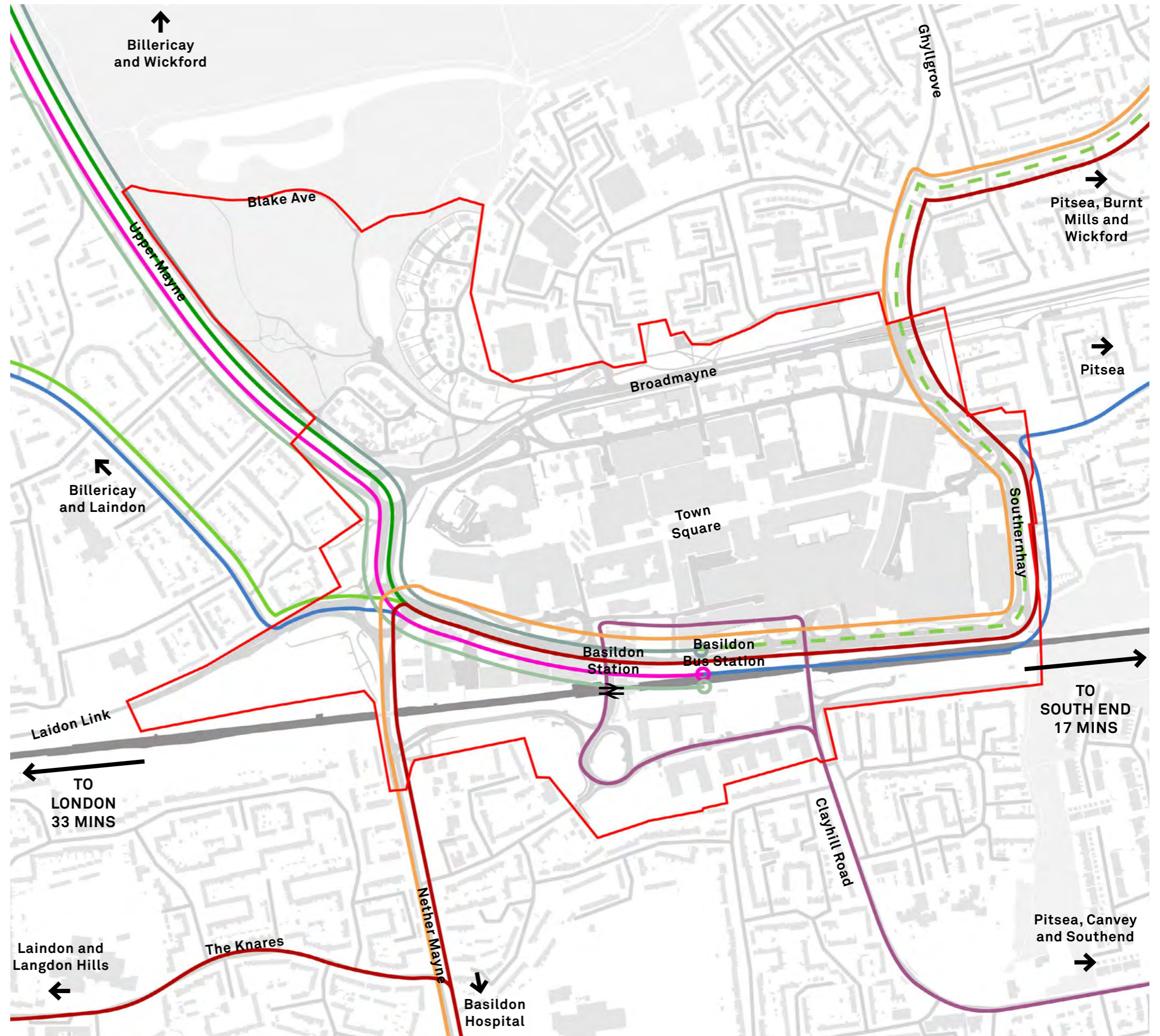
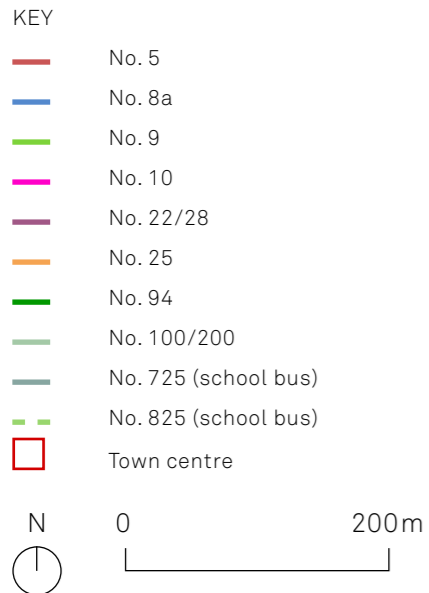


2.0 EXISTING CONDITIONS

Bus and rail connections

Basildon is very well connected to the wider borough by bus services and is well used throughout the day. As a consequence of the good bus connections the bus terminal is a busy hub in the town centre with a fully occupied parade of retail units providing a range of services.

The C2C rail connection provide quick and regular services into London and to other parts of the Essex Thames Corridor



3.0
BASILDON TOWN
CENTRE STRATEGY



3.0 BASILDON TOWN CENTRE STRATEGY











Proposed uses

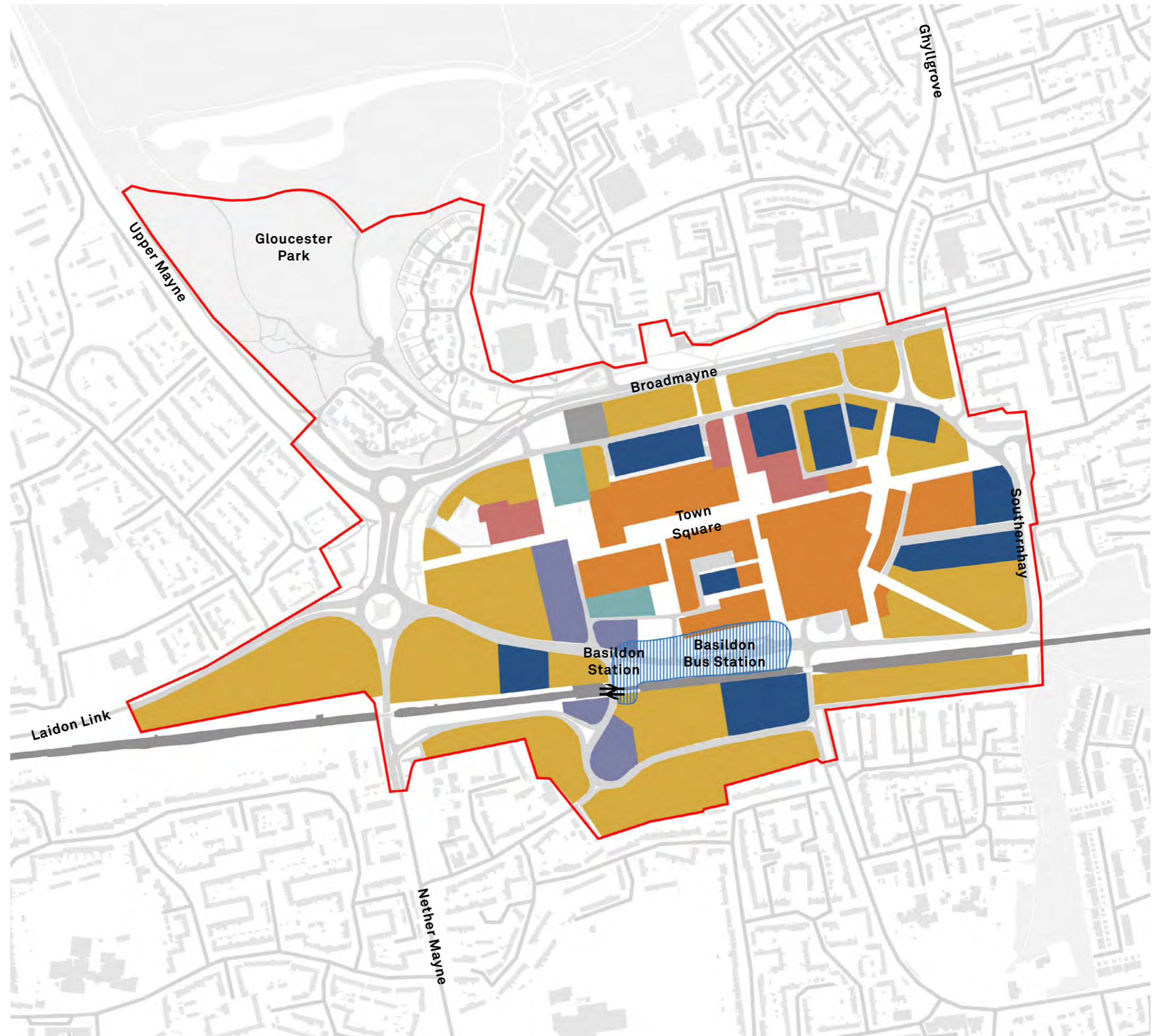
Basildon Town Centre aims to strengthen the fabric of the town centre through improvements to gateways and public realm, whilst providing a framework within which sites can be brought forward for regeneration, encourage investment that leads to increased activity and movement within the town centre which in turn leads to economic renewal.

A key ambition of Basildon Town Centre is to contribute to the vision and social wellbeing of the town centre by promoting a mix of town-centre uses including retail, leisure, culture, community and workspace uses, to encourage an active and vibrant town centre. 'Town Centre Appropriate' uses have been proposed in the centre core to allow flexibility in planning terms in the town centre. The masterplan aims to maximise change through clustered uses:

- Leisure and cultural quarter around East Square
- Mixed cultural hub fronting St Martin's Square
- Community and workspace uses in proximity to transport hub (train and bus station)

Residential development is encouraged within the town centre. It is also supported on both the edges of the town centre and peripheral sites, with the aim of blurring the perceived ring road boundary, creating a town centre that better connects to existing residential areas.

KEY	
	Residential
	Town centre appropriate (retail focused)
	Mixed use (leisure/culture/community)
	Community
	Education
	Workspace
	Car parking
	Other
	Transport hub
	Town centre



3.0 BASILDON TOWN CENTRE STRATEGY

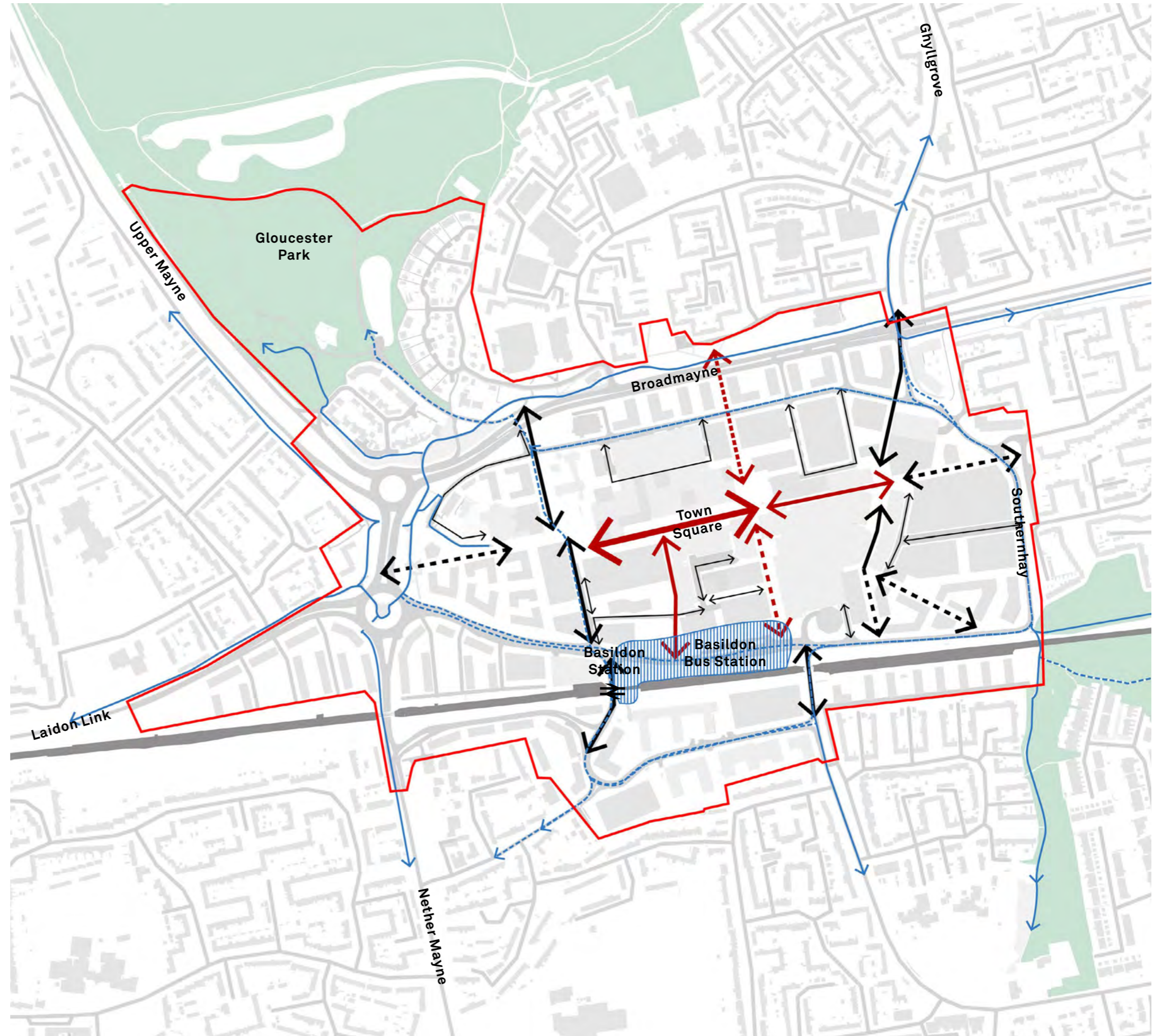
Proposed connectivity

A key ambition of Basildon Town Centre is to improve connectivity and movement. It promotes new routes and greater permeability through the town centre core, as well as to surrounding residential neighbourhoods and green spaces.

The masterplan supports improvements to public transport links, walking and cycling routes, promoting sustainable transport as an attractive option:

- a new transport hub and arrival space between Basildon train and bus station encourages the use of public transport
- new cycle routes and revitalised walkways promote more active modes of transport and a healthier community

A key delivery ambition is a new transport hub providing an improved arrival point from rail, bus and on foot, and that will include facilities that encourage active travel.



- KEY
- Pedestrian routes: existing
 - Pedestrian routes: new
 - Servicing routes
 - Existing cycle route
 - Proposed cycle route
 - Transport hub
 - Green open space
 - Town centre



3.0 BASILDON TOWN CENTRE STRATEGY

Proposed public realm

A key ambition of Basildon Town Centre is to strengthen the connections between key spaces to maximise their shared value, and to improve the quality and biodiversity of Basildon's public spaces.

It promotes key improvement areas including:

- A new arrival space at the Transport Hub to create a welcoming entrance to the town centre
- Two supporting public spaces around the new South Essex College and Eastgate Centre
- Connecting public realm across the town centre, particularly considering accessibility and inclusivity, and connections to green spaces
- Efficiency network improvements, downgrading roads and introducing new pedestrian crossings to prioritise pedestrian and cycling movement
- Make Basildon a 'cycle town' by creating a useful and inviting network of cycle routes which builds on the existing infrastructure
- Create a new network of residential streets and shared green spaces to create safe and inviting residential neighbourhoods
- Improve lighting, wayfinding, passive surveillance and clear views to create a better sense of safety
- Reducing street clutter in key locations that could be barrier to inclusion.
- Improve the design of key public spaces to allow for flexible events and performances

- KEY**
- Key open space
 - Supporting public space
 - New/improved pedestrian route
 - Proposed green space
 - Existing green space
 - Downgraded road
 - Residential street
 - New/improved pedestrian crossing
 - Existing cycle route
 - Proposed cycle route
 - Town centre

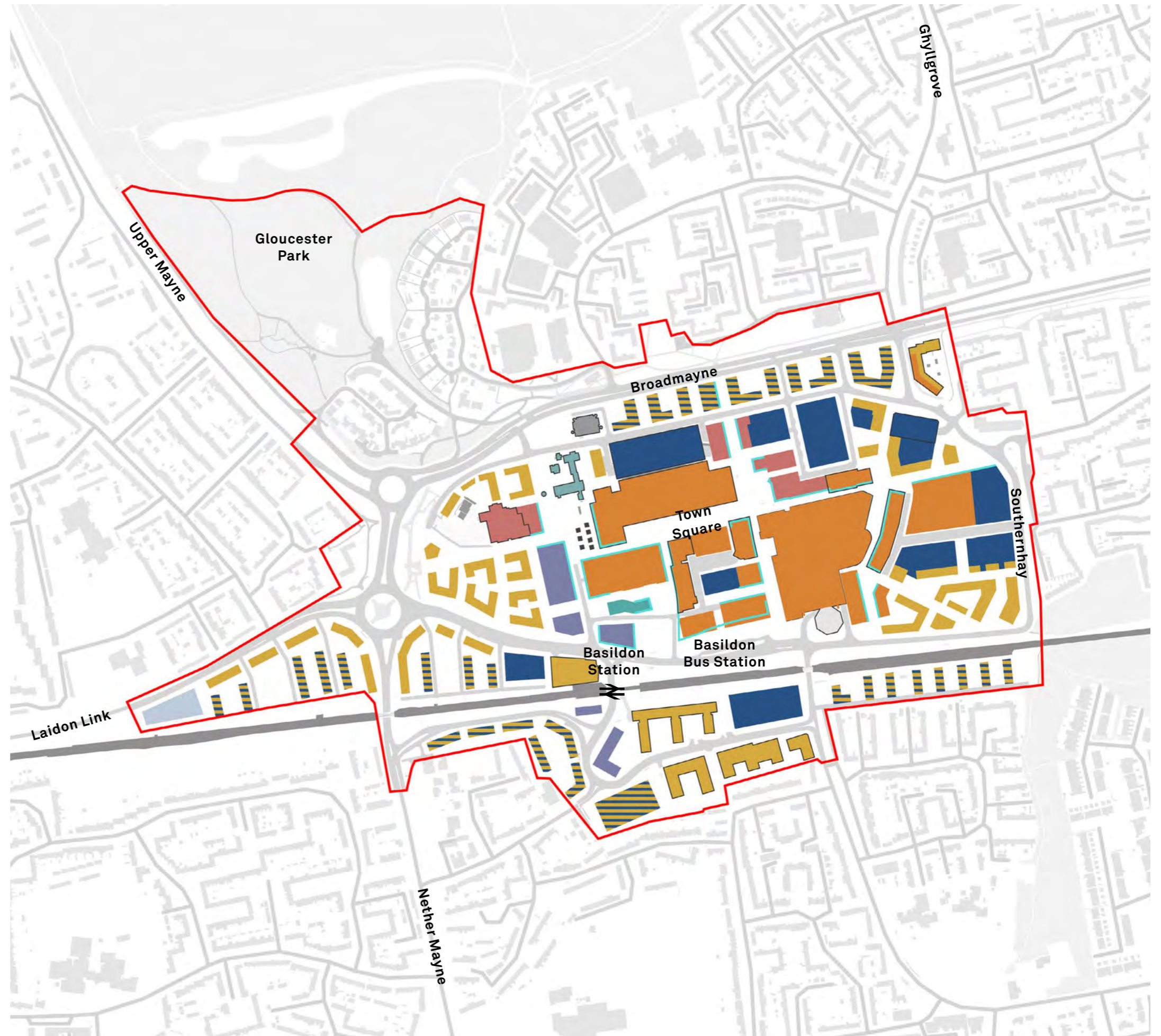
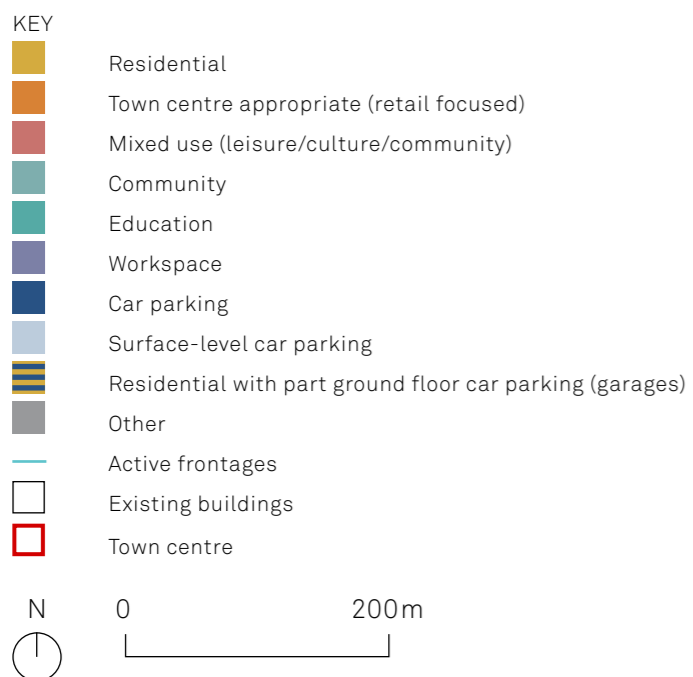


3.0 BASILDON TOWN CENTRE STRATEGY

Proposed ground floor uses

Proposed ground floor uses for Basildon Town Centre strategic work considered a mix of uses including town centre appropriate, mixed use, community, education, workspace and car parking within the town centre. Residential ground floor uses are also considered to the periphery.

Residential is considered above many of these uses in the town centre to maximise efficiencies and meet the target housing capacity.



3.0 BASILDON TOWN CENTRE STRATEGY

Proposed residential
provision

St Martin's Quarter and Westgate Area

Residential	910 units
Mixed use	4,200 m ²
Office	14,000 m ²

Town Square and East Square

Residential	550 units
Retail	39,000 m ²
Leisure	1,928 m ²

Station Environs

Residential	840 units
Retail	20,400 m ² (proposed additional space)
Office	8,500 m ²

Eastgate Area

Residential	1,150 units
Retail	20,645 m ²







Great Oaks

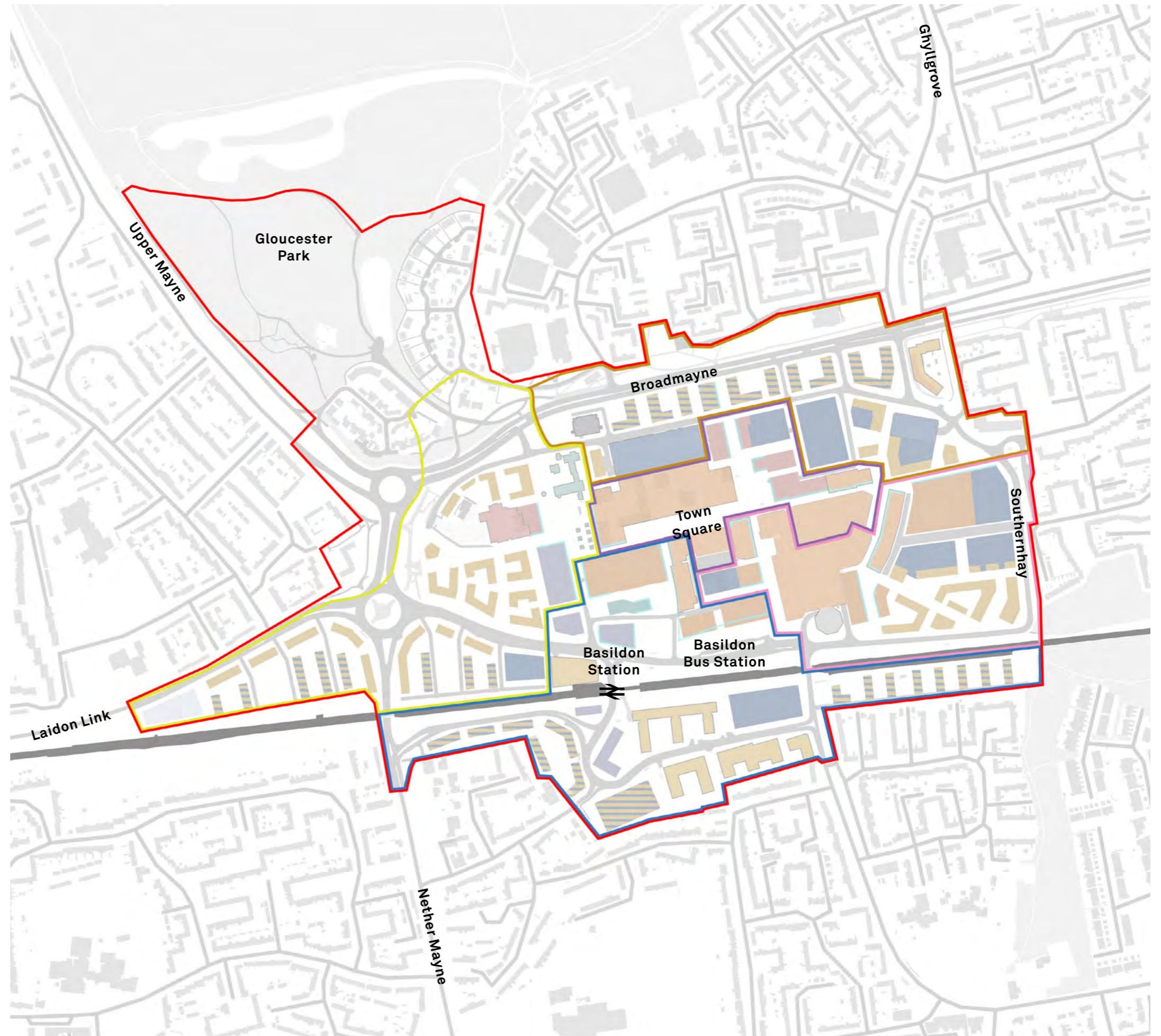
Residential	750 units
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Total

Residential	4,200 units
Retail	80,045 m ²
Mixed use	4,200 m ²
Office	22,500 m ²

KEY

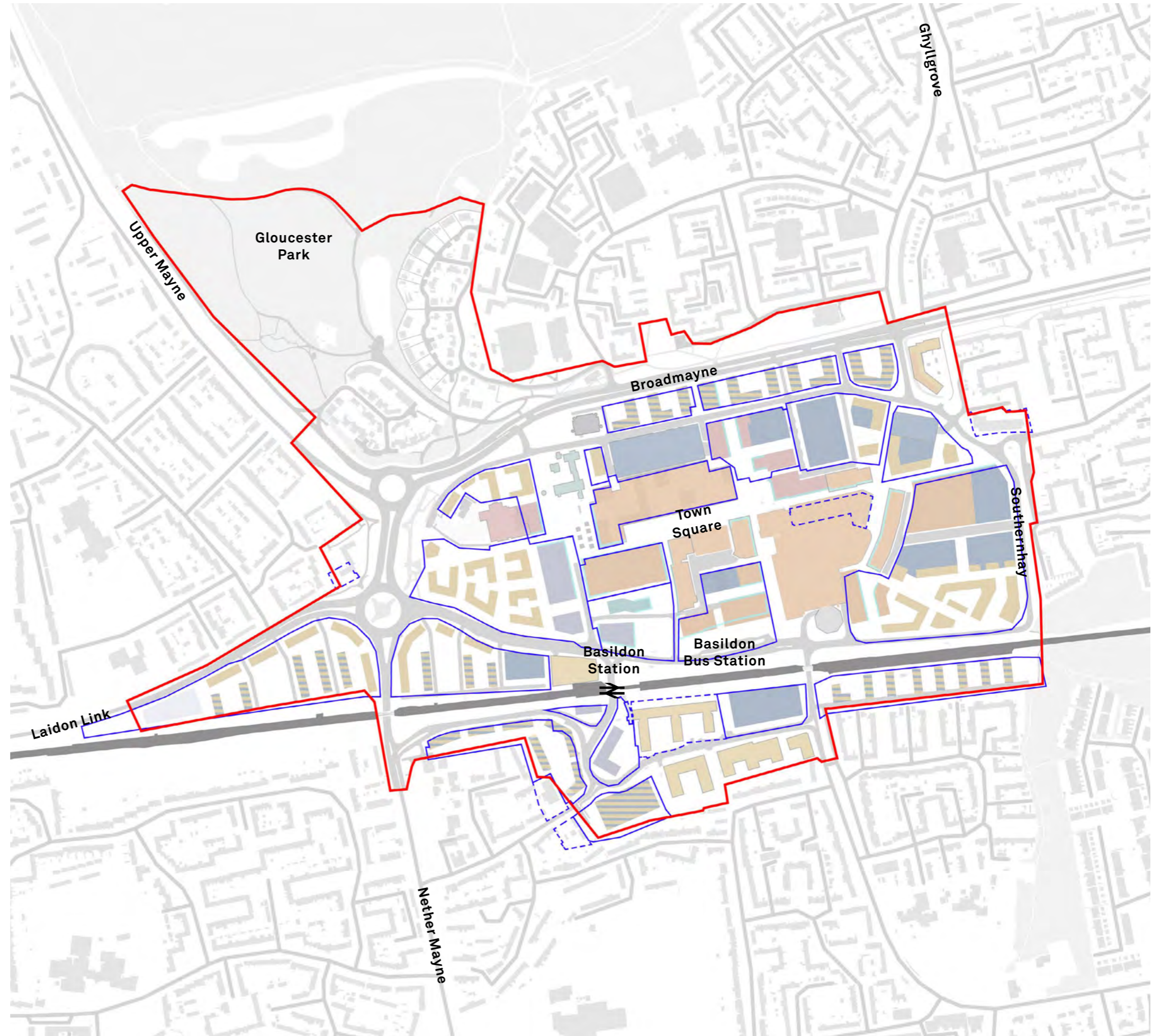
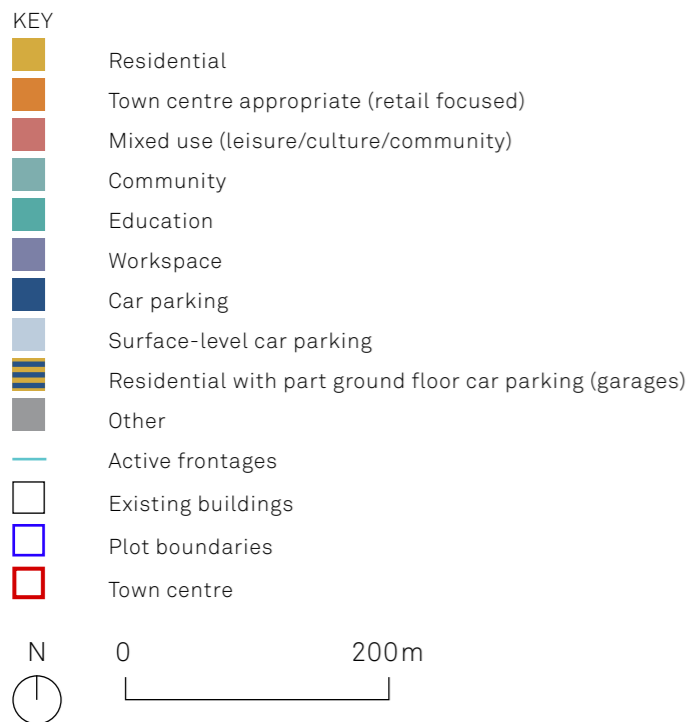
	St Martin's Quarter and Westgate Area
	Town Square and East Square
	Station Environs
	Eastgate Area
	Great Oaks
	Town centre



3.0 BASILDON TOWN CENTRE STRATEGY

Defined plot boundaries

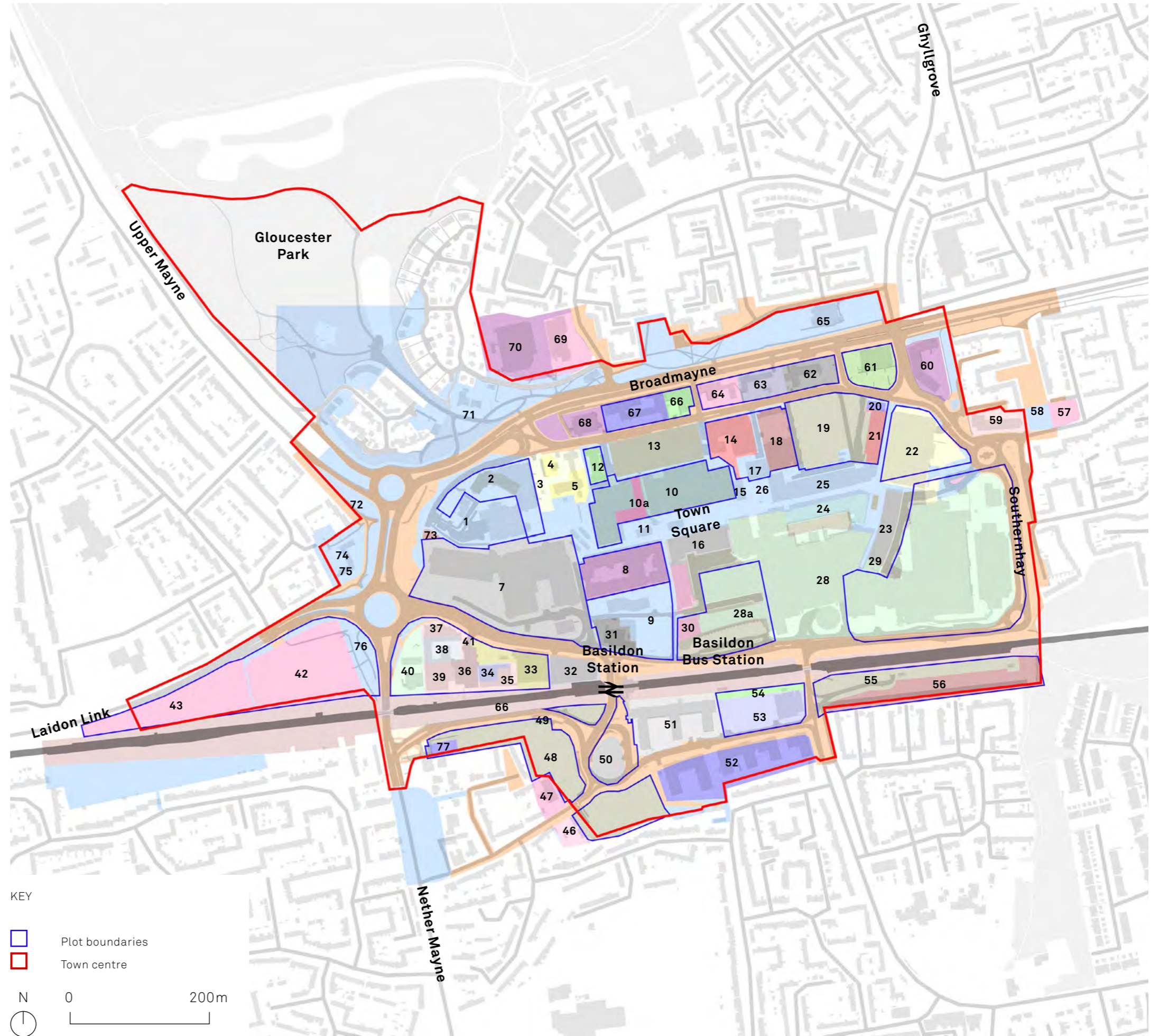
The defined plot boundaries associated with Basildon Town Centre strategic work corresponds to ownership boundaries. In some cases site consolidation is considered to allow for comprehensive development.



3.0 BASILDON TOWN CENTRE STRATEGY

Plot boundaries

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 - 5 Incumbent of St Martin of Tours
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4.0
PLANNING
CONTEXT



4.0 PLANNING CONTEXT

Planning applications
(as of 02-08-2021)

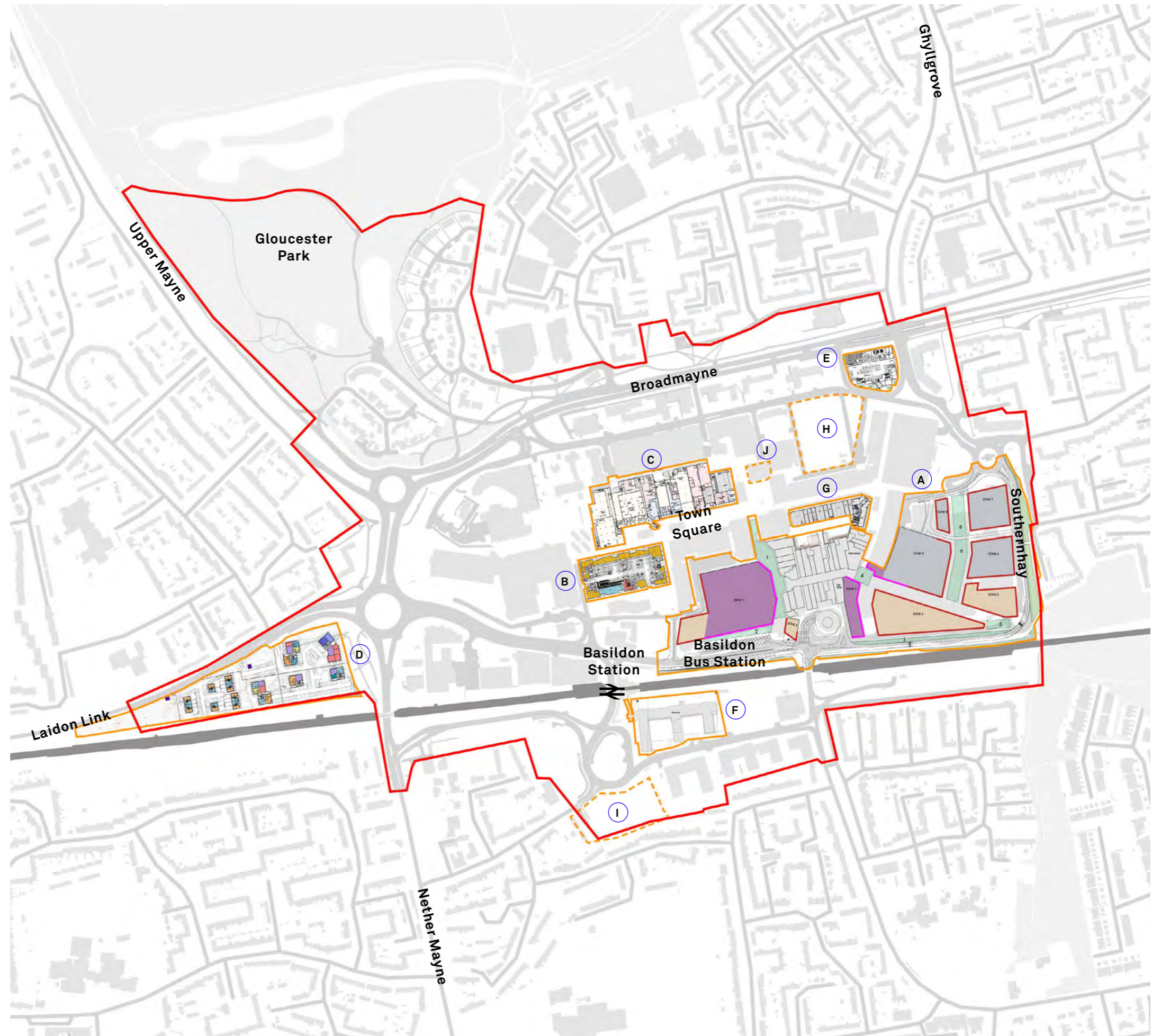
Planning applications (Total 3,924 - 4,472 residential units)

- A. Eastgate
Masterplan indicates 2252 residential units
Opportunity for up to 2800 residential units
- B. Market Square
492 residential units
- C. Town Square North
495 residential units
- Detailed application: 265 residential units
- Outline application: 230 residential units
- D. Car Park 14
233 residential units
- E. Great Oaks Retail Park
241 residential units
- F. Trafford House
151 residential units (additional)
- G. Southernhay / East Walk
60 residential units

Pre-apps (Total 552 residential units)

- H. Car Park 2
295 residential units
- I. Car Park 12
202 residential units
- J. Post Office
55 residential units

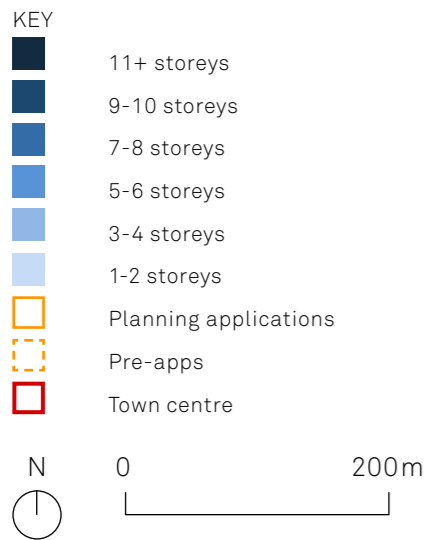
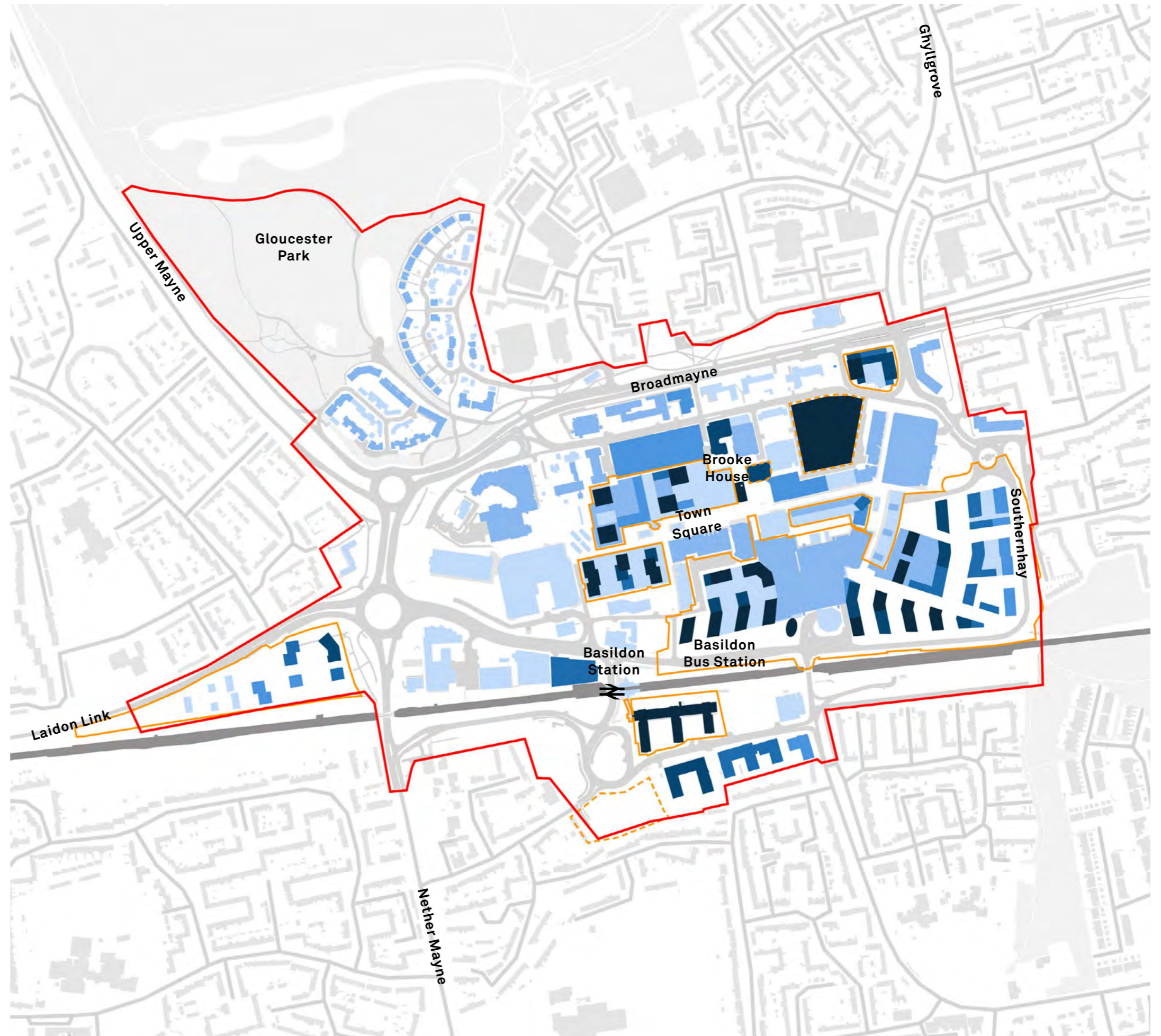
- KEY
- Planning applications
 - Pre-apps
 - Town centre



4.0 PLANNING CONTEXT

Existing and application heights combined

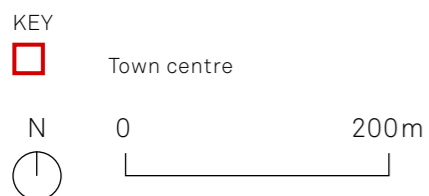
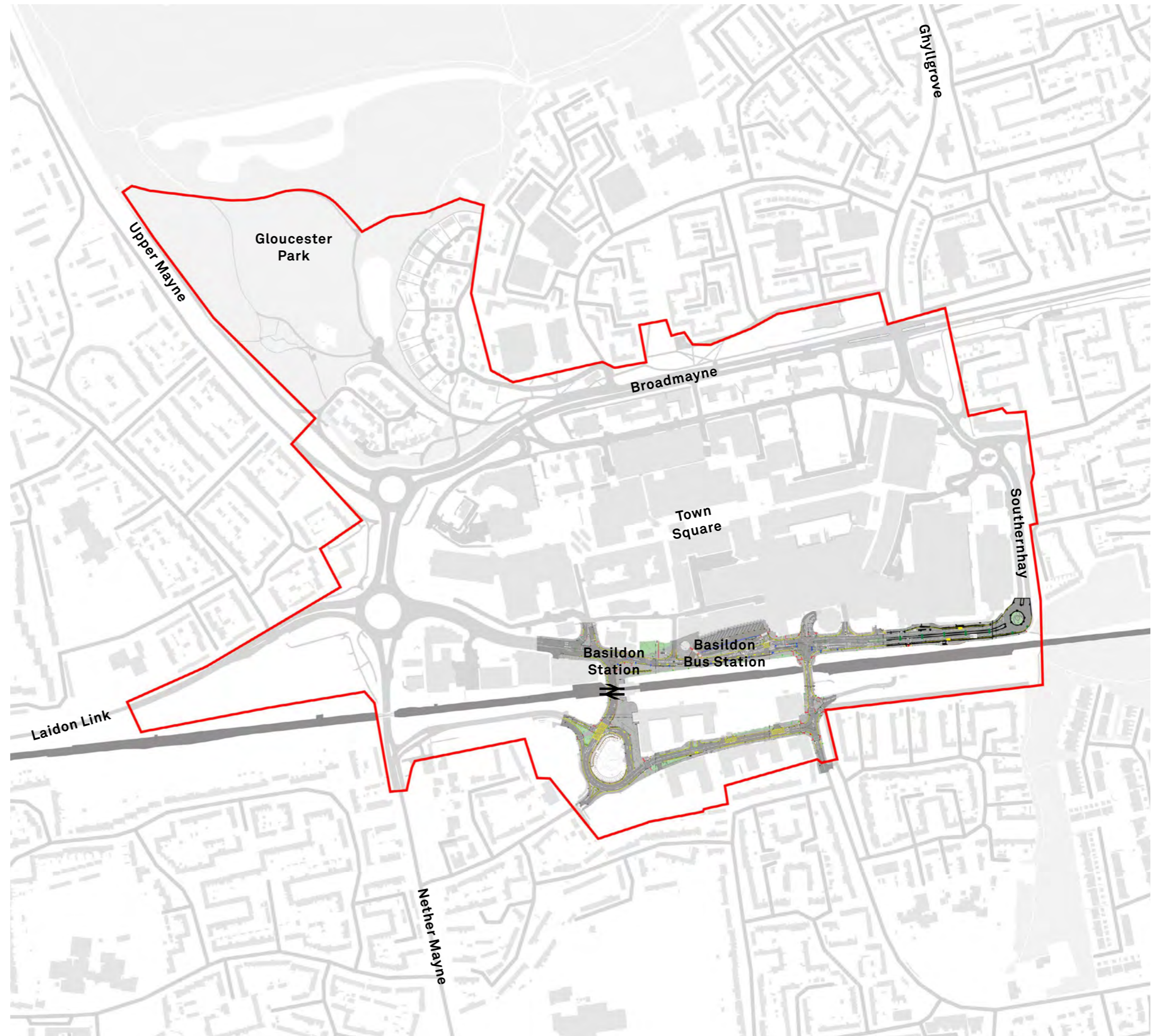
The proposed building heights of submitted planning applications and pre-apps are higher than the existing building heights. These range up to 23 storeys. The tallest existing building in the town centre is Brooke House, which is the equivalent of 17 storeys.



4.0 PLANNING CONTEXT

Highways proposals

There are highways proposals to improve the pedestrian experience along Southernhay to the south of Basildon Town Centre, including new pedestrian crossings, lighting and wayfinding.



5.0
URBAN CAPACITY
STUDY SITES



5.0

URBAN CAPACITY

STUDY SITES

Site selection criteria

The selection criteria used to identify potential sites in Basildon Town Centre for capacity testing refers to a number of factors, which have been considered to establish the development potential of a site, including:

Site area

Scale and location of the site has been assessed to determine each site's potential to support a quantum of multi-dwelling new development. Potential sites range from 0.09 ha to 4.57 ha in size.

Ownership

For the purposes of this study the selected sites for testing do not strictly respect site ownership boundaries, but rather amalgamated ownerships have been considered to maximise development potential across smaller sites where there are more fragmented ownerships. A reasonable view has been taken that these smaller sites will be brought together into one to maximise efficiency in redevelopment, thereby creating incentive for owners to come together to develop more cohesive scheme proposals. To reflect the greater complexity associated with and time required for site assembly, it is assumed that the amalgamated sites will come forward in the longer-term phasing. Other positive contributing factors to development such as sites in public ownership are also considered here.

Existing uses and their lifespans on the site

Existing uses on each site have been considered, with an assessment made on their appropriateness in current and future scenarios, in relation to planning policy and their contribution to the Council's vision for Basildon Town Centre. Where information has been provided by BTC regarding ongoing leases or future plans for relocation of existing uses, these have been taken into consideration for their impact on development potential of the site.

Existing buildings worthy of retention

Existing buildings, particularly those of heritage significance, have been considered for their contribution to local character and distinctiveness of place. This includes listed buildings and locally

significant buildings.

Existing open/green spaces worthy of retention

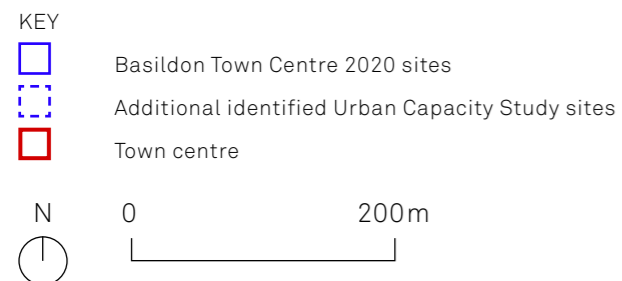
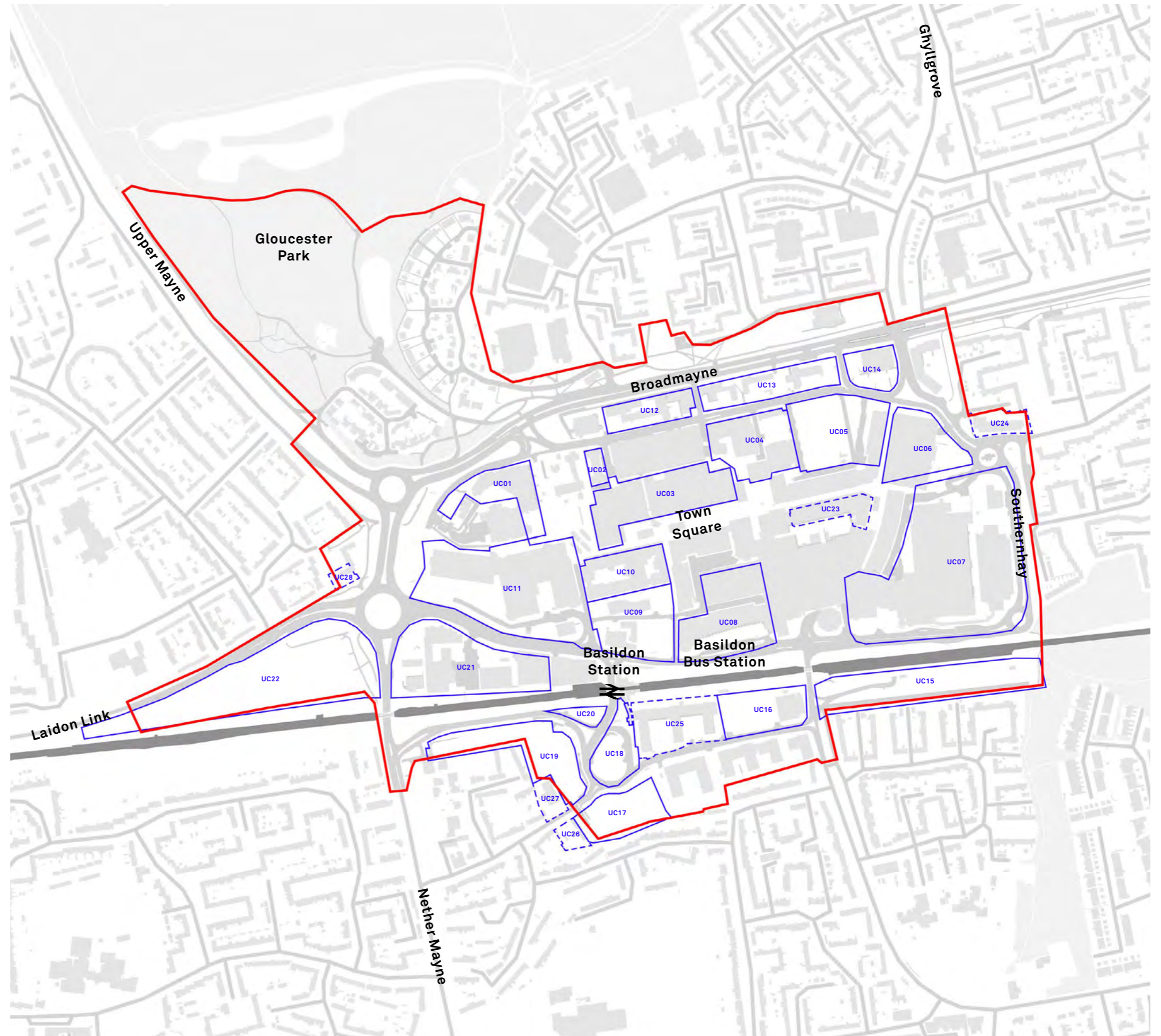
The selection criteria considers whether existing open spaces, play and recreation areas, trees and landscaping on the site contribute to the character of the place

Assessment for each site, based on the criteria above, has been synthesised into the key opportunities and constraints impacting on development potential.

5.0 URBAN CAPACITY STUDY SITES

Potential sites

The Basildon Town Centre Urban Capacity Study area encompasses an approximately 74 hectare site containing a long list of 28 potential sites identified for capacity testing. This includes 22 sites from the Basildon Town Centre 2020 along with 6 additional sites identified as having the potential for development, to be tested as part of this Urban Capacity Study.

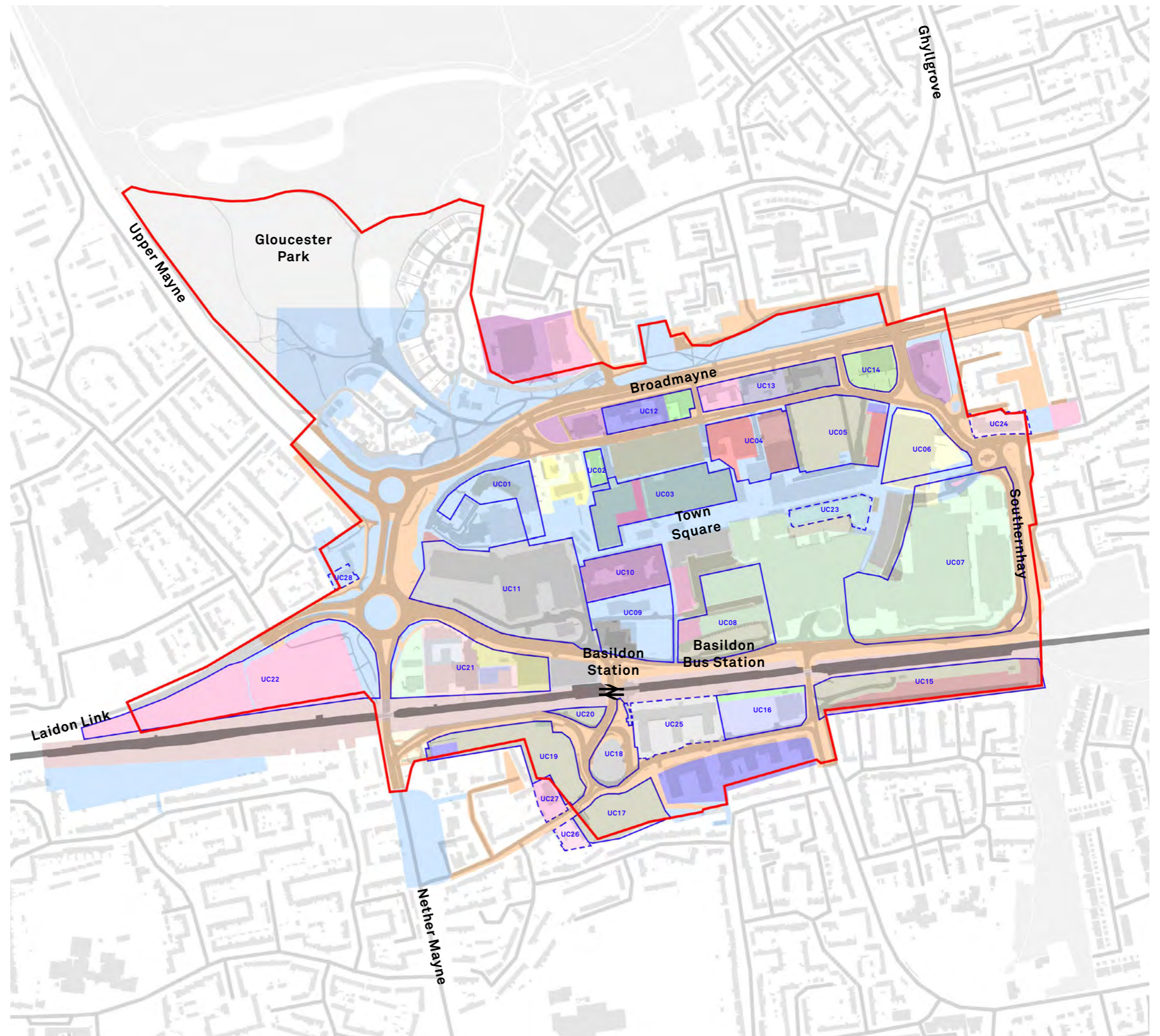


5.0 URBAN CAPACITY STUDY SITES

Potential sites

Site ownerships across the selected sites are illustrated on the map opposite.

The following pages provide a detailed assessment for each site, based on the criteria set out above, synthesising the key opportunities and constraints impacting on development potential.

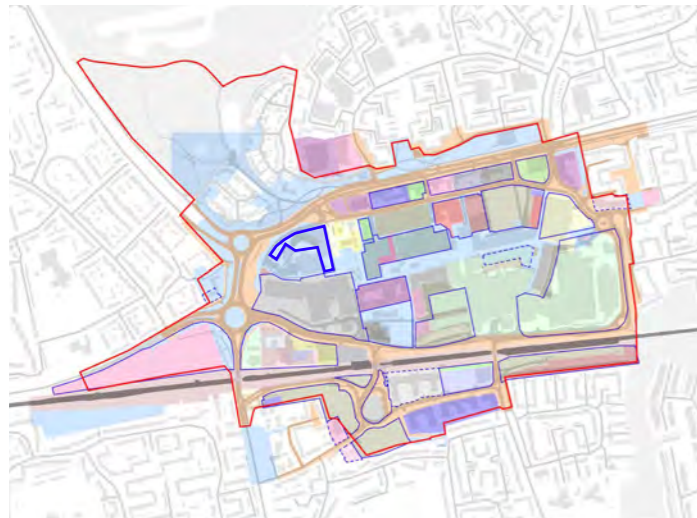


KEY
 Basildon Town Centre 2020 sites
 Additional identified Urban Capacity Study sites
 Town centre

N
 0 200m

5.0 URBAN CAPACITY STUDY SITES

UC1



Area
0.69ha

Ownership

- Essex County Council
- Basildon Borough Council

Existing uses

- The Basildon Centre including:
 - Basildon Council offices
 - Basildon Library
 - Basildon Jobcentre
- Towngate Theatre and Car Park

Planning status

- None

Existing buildings worthy of retention

- The Basildon Centre - public asset
- Towngate Theatre - public asset

Existing open/ green spaces worthy of retention

- St Martin's Square (public realm)

Opportunities

- Public site ownership
- Consolidated site development

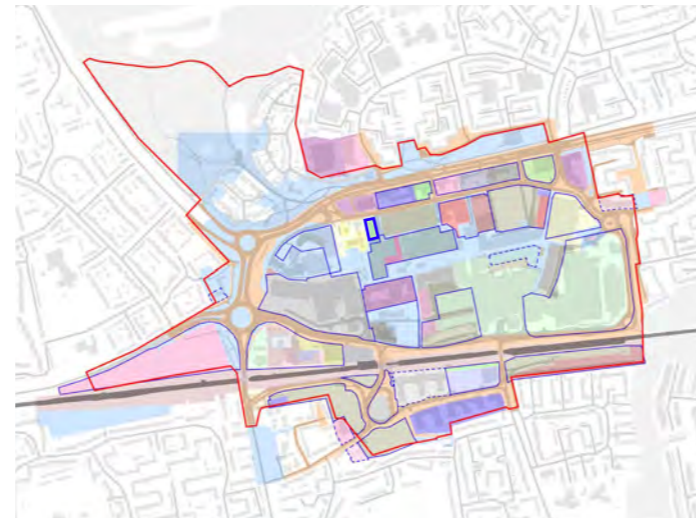
Constraints

- Phasing may be required if to relocate council offices
- HCA has restrictive covenants on site

Conclusion

- Not a potential site for urban capacity testing: The Basildon Centre is not to be relocated within timeframe of Local Plan.

UC2



Area
0.13ha

Ownership

- Mapely Gamma Acquisition Co. Limited

Existing uses

- Church Walk House (offices)

Planning status

- None

Existing buildings worthy of retention

- None

Existing open/ green spaces worthy of retention

- None

Opportunities

- Single site ownership

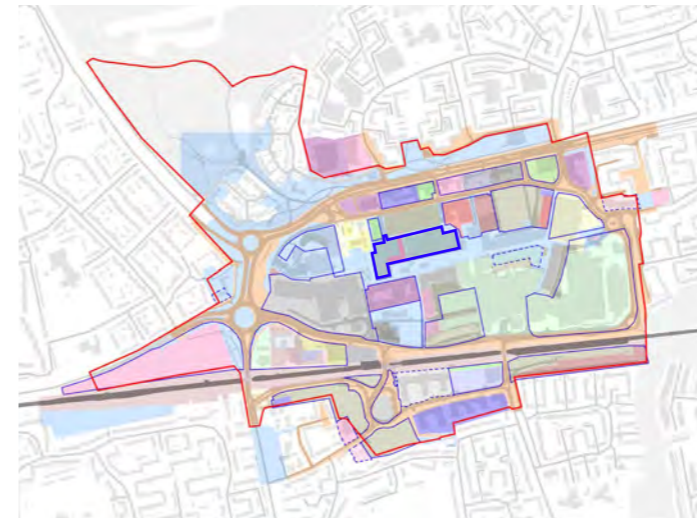
Constraints

- Small site
- Adjacency to Great Oaks Car Park (multi storey)

Conclusion

- Potential site for urban capacity testing.

UC3



Area
1.30ha

Ownership

- Marson's
- Northgate Basildon (London) Limited

Existing uses

- High street shops

Planning status

- Planning application submitted
- 495 residential units
 - Detailed application: 265 residential units
 - Outline application: 230 residential units

Existing buildings worthy of retention

- Maybe - architecture contributes to "New Town" character

Existing open/ green spaces worthy of retention

- None

Opportunities

- Single site ownership
- Higher density site redevelopment

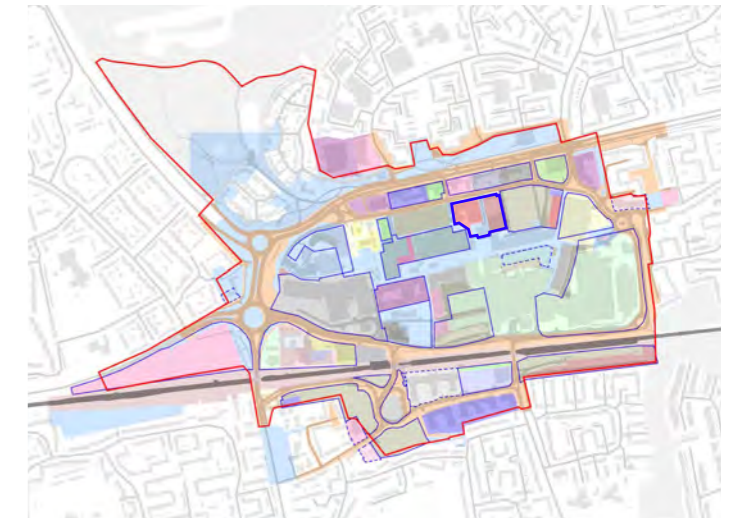
Constraints

- Key/ central site location
- Options to retain large existing retail building
- Existing planning application - committee meeting 6th Oct

Conclusion

- Review planning application as part of urban capacity testing.

UC4



Area
0.99ha

Ownership:

- Basildon Council (Lease: Elite Casks (GF Retail), CWS (Office above))
- Royal Mail Group
- Basildon Council

Existing uses:

- British Heart Foundation Furniture & Electrical
- QD Basildon (department store)
- Great Oaks House (offices)
- Basildon Post Office

Planning status

- Pre-app for Post Office site
- 55 residential units

Existing buildings worthy of retention

- None

Existing open/ green spaces worthy of retention

- None

Opportunities

- Consolidated site development
- Large site area

Constraints

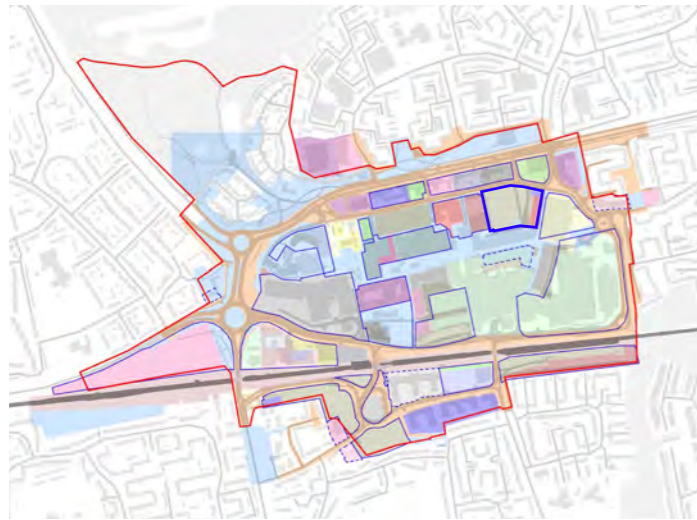
- Several land owners including public/ private
- Phasing may be required if to relocate Basildon Sorting Office
- Long lease held over QD building by Tesco Stores (former occupant)

Conclusion

- Former Post Office a potential site for urban capacity testing.
- Basildon Sorting Office and department store not a potential site for urban capacity testing: not to be relocated within timeframe of Local Plan.

5.0 URBAN CAPACITY STUDY SITES

UC5



Area
1.31ha

Ownership

- Basildon Town Centre Management
- Ace Bench / Greyfriars
- Foxstones Estates
- Basildon Council

Existing uses

- Car Park (surface level)
- High street shops

Planning status

- Pre-app stage
- 295 residential units

Existing buildings worthy of retention

- Maybe - architecture contributes to "New Town" character (shops)

Existing open/ green spaces worthy of retention

- None

Opportunities

- Consolidated site development
- Large site area

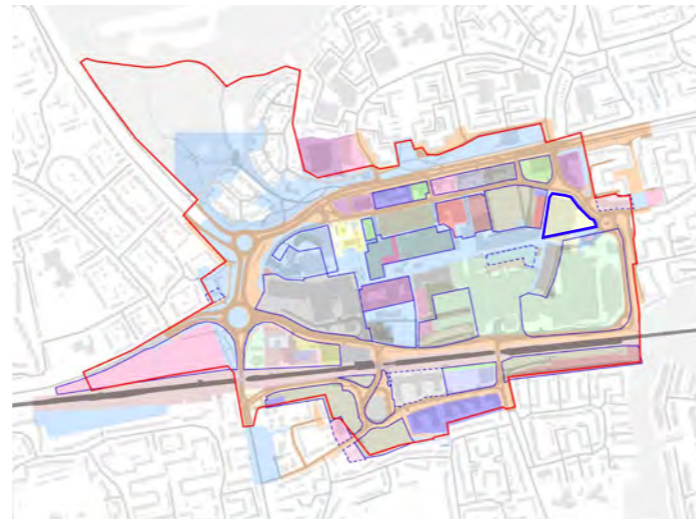
Constraints

- Several land owners including public/ private
- Car parking consolidation required across town centre for development of surface level car parks

Conclusion

- Potential site for urban capacity testing.

UC6



Area
0.87ha

Ownership

- Elmbrook (Lease: DVS, Selby Captial)
- Basildon Council

Existing uses

- Toys R US
- Sports Direct
- Car Park (multi storey)

Planning status

- None

Existing buildings worthy of retention

- Maybe - multi storey car park

Existing open/ green spaces worthy of retention

- None

Opportunities

- Consolidated site development
- Large site area

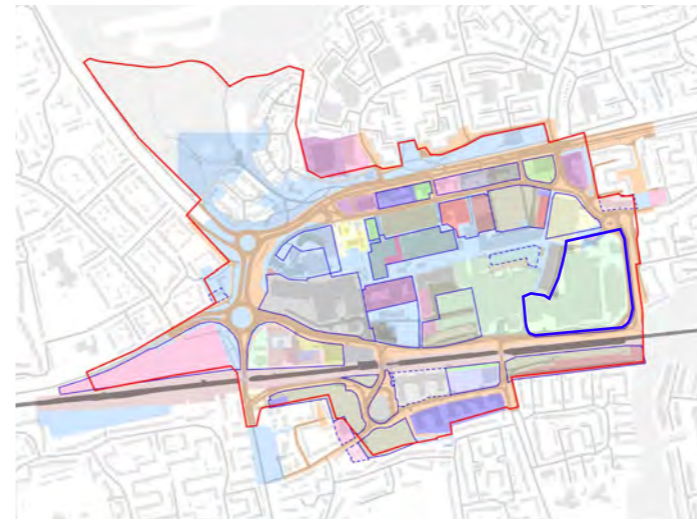
Constraints

- Several land owners including public/ private

Conclusion

- Potential site for urban capacity testing.

UC7



Area
4.57ha

Ownership

- Infrared Capital Partners
- Basildon Town Centre Management
- Elmbrook (Lease: DVS, Selby Captial)
- Basildon Borough Council (Adopted by ECC)

Existing uses

- Eastgate Shopping Centre including:
 - Asda Superstore
 - Asda Petrol Station
 - Asda Car Park
 - Shops

Planning status

- Planning application submitted
- Eastgate Masterplan indicates 2252 residential units
- Opportunity for up to 2800 residential units

Existing buildings worthy of retention

- None

Existing open/ green spaces worthy of retention

- None

Opportunities

- Single site ownership
- Very large site area

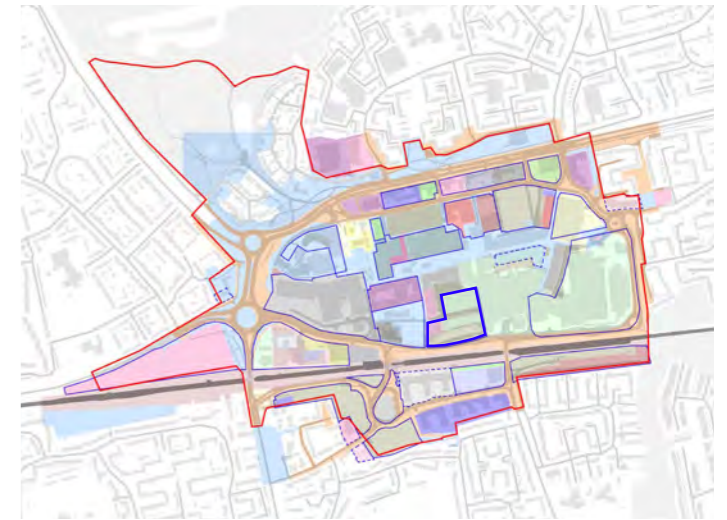
Constraints

- Several land owners including public/ private
- Phasing may be required if to relocate Asda Superstore and car park
- Existing planning application - comittee meeting 6th Oct

Conclusion

- Review planning application as part of urban capacity testing.

UC8



Area
1.38ha

Ownership

- Infrared Capital Partners
- Infrared Capital Partners (Lease: London & Cambridge Properties)
- Basildon Town Centre Management (Lease: First Buses)
- Basildon Council

Existing uses

- Basildon Bus Station
- Basildon Bus Station Arcade (shops)
- Debenhams

Planning status

- Planning application submitted
- Eastgate Masterplan indicates 2252 residential units
- Opportunity for up to 2800 residential units

Existing buildings worthy of retention

- None

Existing open/ green spaces worthy of retention

- None

Opportunities

- Consolidated site development
- Large site area

Constraints

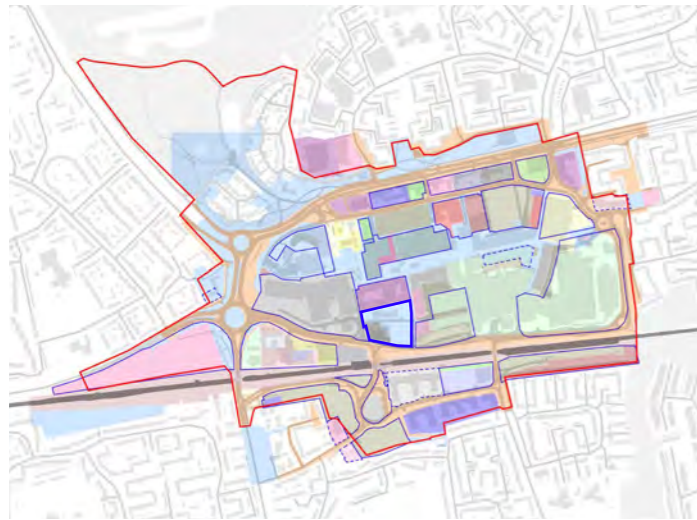
- Several land owners including public/ private
- Phasing may be required to keep Basildon Bus Station in operation throughout development

Conclusion

- Review planning application as part of urban capacity testing.

5.0 URBAN CAPACITY STUDY SITES

UC9



Area
1.07ha

Ownership

- Basildon Council
- Homes England (Lease: Stonegate)

Existing uses

- Basildon College
- Wetherspoons (pub)
- Beehive Basildon (pub)
- Motability Scheme at Lifestyle and Mobility
- Car Park (surface level)

Planning status

- None

Existing buildings worthy of retention

- Basildon College - new build
- Maybe - Wetherspoons (pub) - public asset
- Maybe - Beehive Basildon (pub) - public asset

Existing open/ green spaces worthy of retention

- None

Opportunities

- Single site ownership
- Large site area

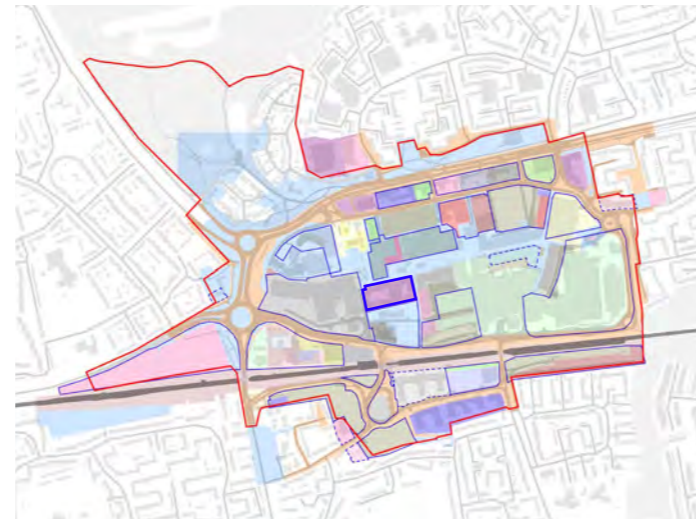
Constraints

- New Basildon College to be retained, option to retain pubs
- Car parking consolidation required across town centre for development of surface level car parks

Conclusion

- Potential site for urban capacity testing.
- Basildon College and pubs not a potential site for urban capacity testing: to be retained.

UC10



Area
0.72ha

Ownership

- Elmbrook (Lease: Orwell)

Existing uses

- High street shops

Planning status

- Planning application submitted
- 492 residential units
- Committee meeting held 18th August
- Planning consent refused

Existing buildings worth of retention

- Maybe - architecture contributes to "New Town" character

Existing open/ green spaces worthy of retention

- None

Opportunities

- Single site ownership
- Higher density site redevelopment

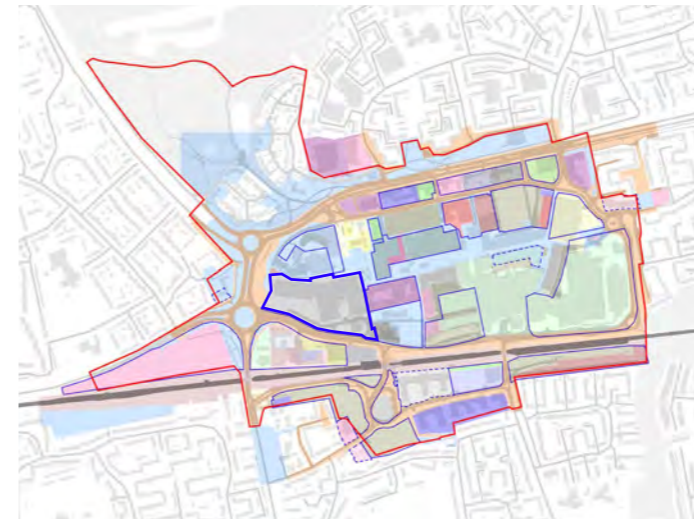
Constraints

- Key/ central site location
- Existing planning application - committee meeting 18th Aug

Conclusion

- Review planning application as part of urban capacity testing.

UC11



Area
2.87ha

Ownership

- Heref

Existing uses

- Out of town shops including:
 - Dreams
 - JD Sports
 - Hobbycraft
 - Home Bargains
 - Wilko
 - Easy Gym
 - Car Park (surface level)

Planning status

- None

Existing buildings worthy of retention

- None

Existing open/ green spaces worthy of retention

- None

Opportunities

- Single site ownership
- Very large site area

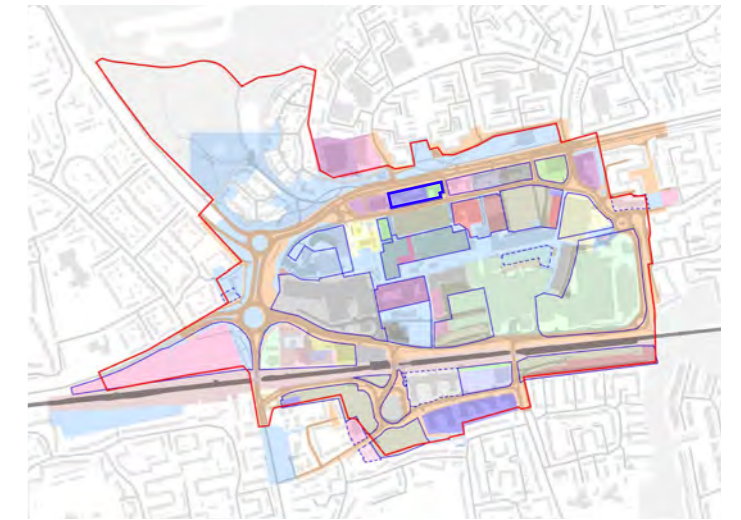
Constraints

- Car parking consolidation required across town centre for development of surface level car parks

Conclusion

- Potential site for urban capacity testing.

UC12



Area
0.51ha

Ownership

- Secretary of State for Communications and Local Cabinet (unregistered)
- Acorn House Developments (Basildon) Limited

Existing uses

- New building
- Basildon Police Station and car parking

Planning status

- None

Existing buildings worthy of retention

- New building

Existing open/ green spaces worthy of retention

- None

Opportunities

- Consolidated site development

Constraints

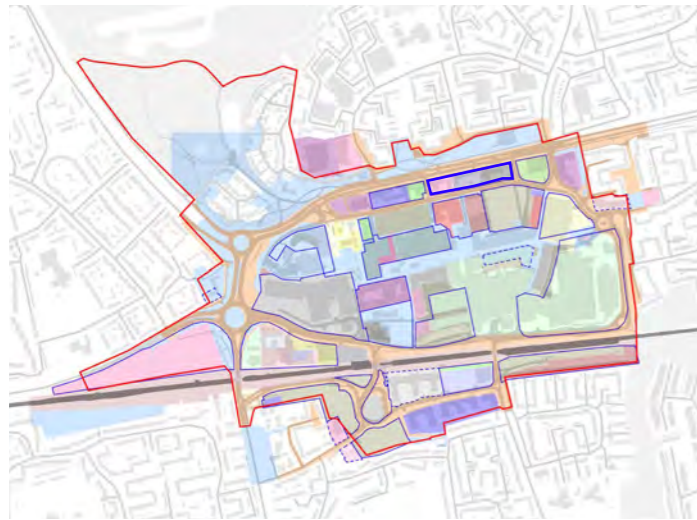
- Several land owners including public/ private
- Basildon Police Station site - any relocation would depend on county level review of custody estate
- New building on site

Conclusion

- Not a potential site for urban capacity testing: Basildon Police Station and new building to be retained

5.0 URBAN CAPACITY STUDY SITES

UC13



Area
0.79ha

Ownership

- North East London NHS Foundation Trust
- East of England Ambulance Service NHS Trust
- Unregistered

Existing uses

- Great Oaks GP Clinic and car parking
- Basildon Ambulance Station and car parking
- Basildon Fire Station and car parking

Planning status

- None

Existing buildings worthy of retention

- None

Existing open/ green spaces worthy of retention

- None

Opportunities

- Consolidated site development
- Basildon Ambulance Station - subject to ongoing discussions to leave town centre
- Great Oaks GP Clinic - potential redevelopment of clinic site to include NHS services with NHS staff accommodation above

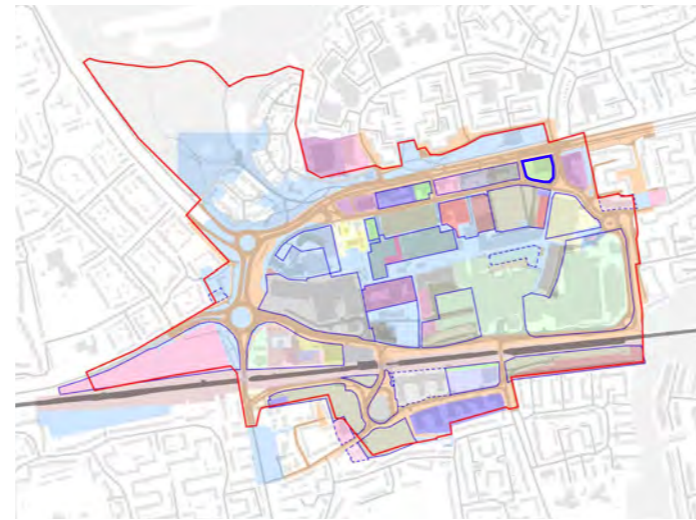
Constraints

- Several land owners including public/ private
- Basildon Fire Station - building is a non-designated heritage asset and want £10million for site - will therefore stay in current location.

Conclusion

- Potential site for urban capacity testing.
- Basildon Fire Station not a potential site for urban capacity testing: to be retained.

UC14



Area
0.40ha

Ownership

- GS8

Existing uses

- Out of town shops and car parking including:
 - Carphone Warehouse
 - Office Outlet

Planning status

- Planning permission granted (11th August)
- 241 residential units

Existing buildings worthy of retention

- None

Existing open/ green spaces worthy of retention

- None

Opportunities

- Single site ownership

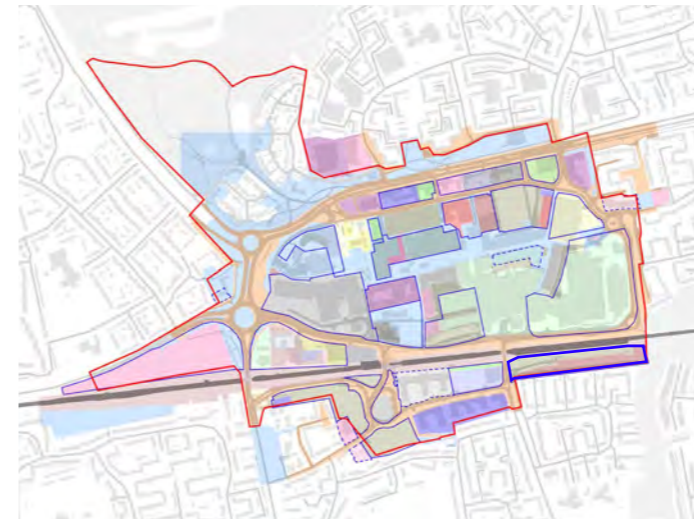
Constraints

- Car parking consolidation required across town centre for development of surface level car parks
- Adjacency to Broadmayne main road
- Planning permission granted

Conclusion

- Not a potential site for urban capacity testing - planning permission granted.

UC15



Area
1.61ha

Ownership

- Basildon Town Centre Management
- Homes England

Existing uses

- Car Park (surface level)
- Green space (undesignated)

Planning status

- None

Existing buildings worthy of retention

- None

Existing open/ green spaces worthy of retention

- Maybe - green space with mature trees

Opportunities

- Public site ownership
- Consolidated site development
- Large site area

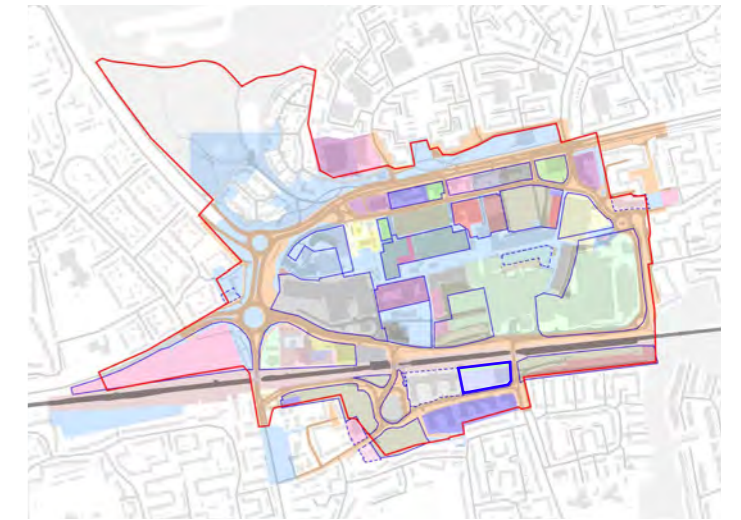
Constraints

- Car parking consolidation required across town centre for development of surface level car parks
- Green space (undesignated) to south of site

Conclusion

- Potential site for urban capacity testing.

UC16



Area
0.74ha

Ownership

- Gurna Ltd

Existing uses

- First Bus Basildon (bus depot) and car parking

Planning status

- None

Existing buildings worthy of retention

- None

Existing open/ green spaces worthy of retention

- None

Opportunities

- Single site ownership

Constraints

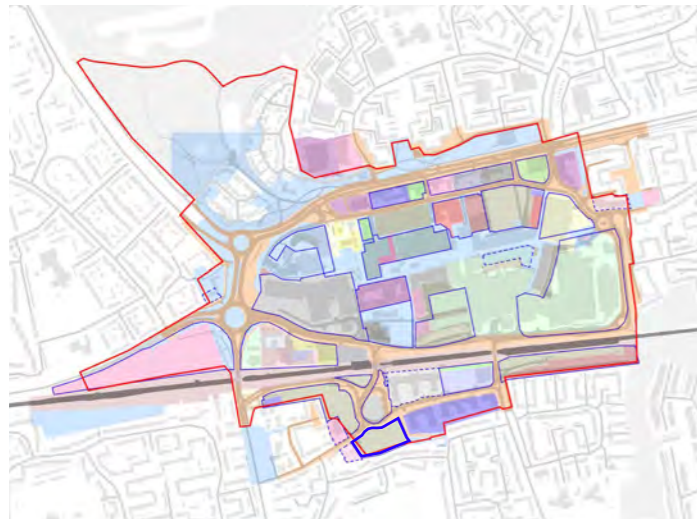
- Phasing may be required if to relocate First Bus Basildon
- Corporate Property discussions feedback states that finding a site that delivers very short "run empty" time for buses (after they deposit their passengers at the bus station) will be almost impossible to find and will cost much more than the development value the existing site can deliver.

Conclusion

- Not a potential site for urban capacity testing: bus station to be retained.

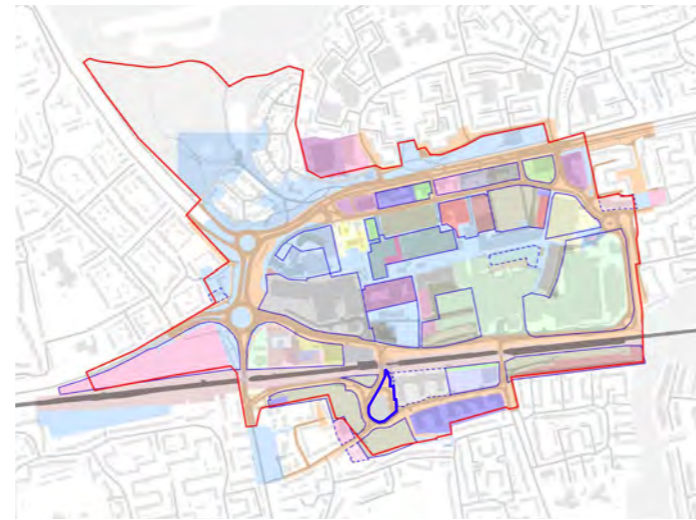
5.0 URBAN CAPACITY STUDY SITES

UC17



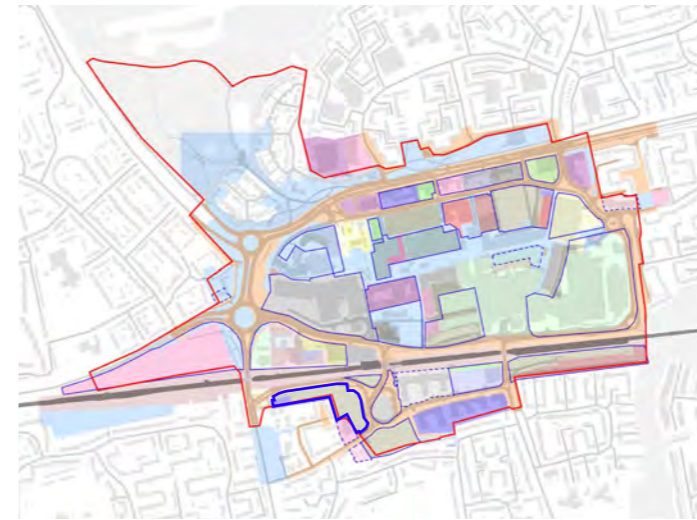
- Area**
0.73ha
- Ownership**
 - Basildon Town Centre Management
- Existing uses**
 - Car Park (surface level)
- Planning status**
 - Pre-app stage
 - 202 residential units
- Existing buildings worthy of retention**
 - None
- Existing open/ green spaces worthy of retention**
 - None
- Opportunities**
 - Single site ownership
- Constraints**
 - Car parking consolidation required across town centre for development of surface level car parks
- Conclusion**
 - Potential site for urban capacity testing.

UC18



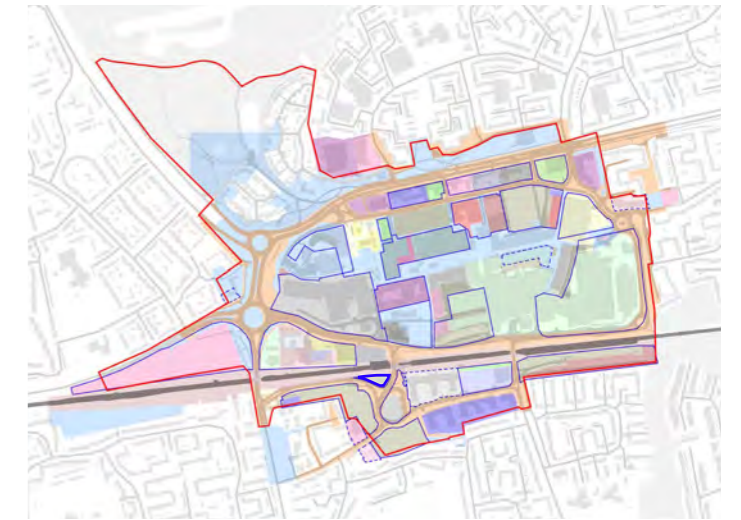
- Area**
0.53ha
- Ownership**
 - Land and Securities Limited
 - Basildon Borough Council (Adopted by ECC)
- Existing uses**
 - Car Park (surface level)
 - Highways
- Planning status**
 - None
- Existing buildings worthy of retention**
 - None
- Existing open/ green spaces worthy of retention**
 - None
- Opportunities**
 - Public site ownership
 - Consolidated site development
- Constraints**
 - Car parking consolidation required across town centre for development of surface level car parks
- Conclusion**
 - Potential site for urban capacity testing.

UC19



- Area**
1.12ha
- Ownership**
 - Basildon Town Centre Management
 - Eastern Power Networks Plc
 - Homes and Communities Agency
- Existing uses**
 - Car Park (surface level)
 - Sub-station
- Planning status**
 - None
- Existing buildings worthy of retention**
 - None
- Existing open/ green spaces worthy of retention**
 - None
- Opportunities**
 - Consolidated site development
 - Large site area
- Constraints**
 - Several land owners including public/ private
 - Car parking consolidation required across town centre for development of surface level car parks
- Conclusion**
 - Potential site for urban capacity testing.

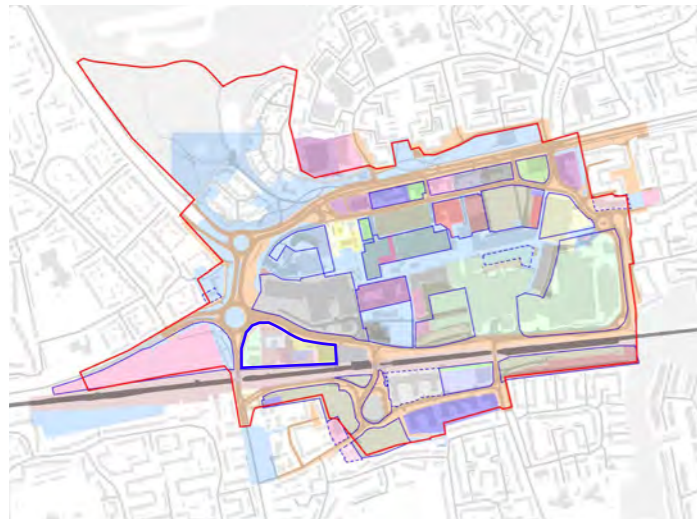
UC20



- Area**
0.14ha
- Ownership**
 - Basildon Town Centre Management
- Existing uses**
 - Car Park (surface level)
- Planning status**
 - None
- Existing buildings worthy of retention**
 - None
- Existing open/ green spaces worthy of retention**
 - None
- Opportunities**
 - Single site ownership
- Constraints**
 - Car parking consolidation required across town centre for development of surface level car parks
- Conclusion**
 - Potential site for urban capacity testing.

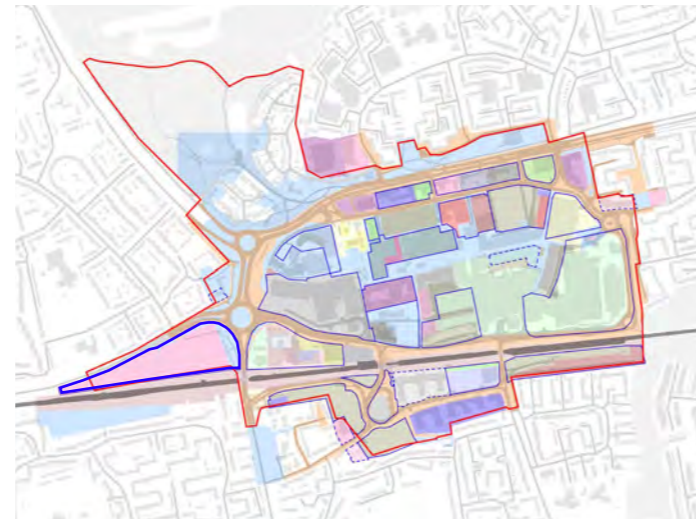
5.0 URBAN CAPACITY STUDY SITES

UC21



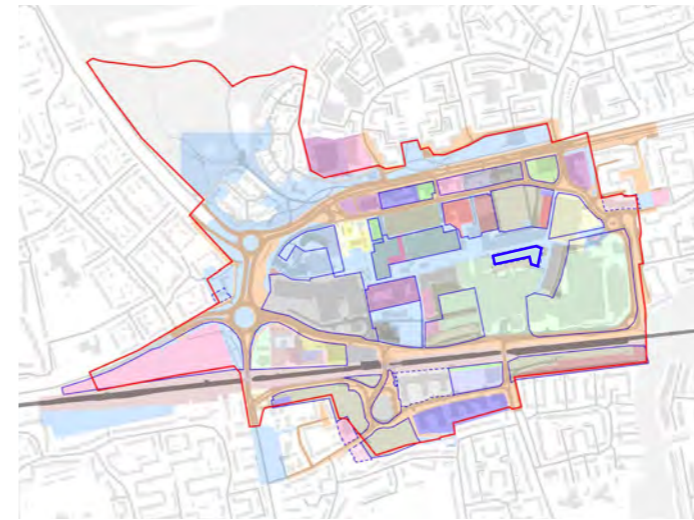
- Area**
1.79ha
- Ownership**
- BP Oil UK Limited
 - Brian Anthony Greenan
 - Co-Operative Group Limited
 - Rober Wiseman & Sons Limited
 - Southernhay Limited
 - Basildon Council
 - Basildon Borough Council (Adopted by ECC)
- Existing uses**
- BP Garage and Charge Master Charging Station
 - M&S Simply Food and Wild Bean Cafe
 - The Co-Operative Funeralcare
 - Hammonds Furniture
 - Easy Bathrooms & Tiles
 - Milk & More Basildon Delivery Hub
 - Buzz Bingo
 - Q Ball Sports Bar
 - Snap Fitness 24-7 Basildon
 - Christian Growth Centre, City Hill Church
 - Car Park (surface level)
- Planning status**
- None
- Existing buildings worthy of retention**
- None
- Existing open/ green spaces worthy of retention**
- None
- Opportunities**
- Consolidated site development
 - Large site area
- Constraints**
- Very complex ownership with many land owners including public/private
- Conclusion**
- Potential site for urban capacity testing.

UC22



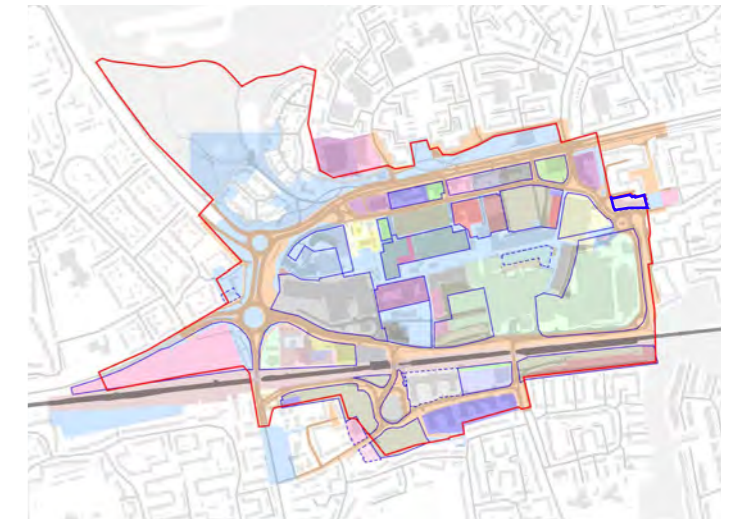
- Area**
2.99ha
- Ownership**
- Sempra
 - Basildon Council
 - Basildon Borough Council (Adopted by ECC)
- Existing uses**
- Car Park (surface level)
 - Green space (undesigned)
- Planning status**
- Planning application submitted
 - 233 residential units
- Existing buildings worthy of retention**
- None
- Existing open/ green spaces worthy of retention**
- Maybe - green space with mature trees
- Opportunities**
- Public site ownership
 - Consolidated site development
 - Very large site area
- Constraints**
- Car parking consolidation required across town centre for development of surface level car parks
 - Green space (undesigned) to west of site
- Conclusion**
- Review planning application as part of urban capacity testing.

UC23



- Area**
0.35ha
- Ownership**
- Oxlo
- Existing uses**
- High street shops
- Planning status**
- Planning application submitted
 - 50 residential units (additional 2-5 floors)
- Existing buildings worthy of retention**
- Maybe - architecture contributes to "New Town" character
- Existing open/ green spaces worthy of retention**
- None
- Opportunities**
- Single site ownership
- Constraints**
- Identified potential for residential above existing buildings
- Conclusion**
- Review planning application as part of urban capacity testing.

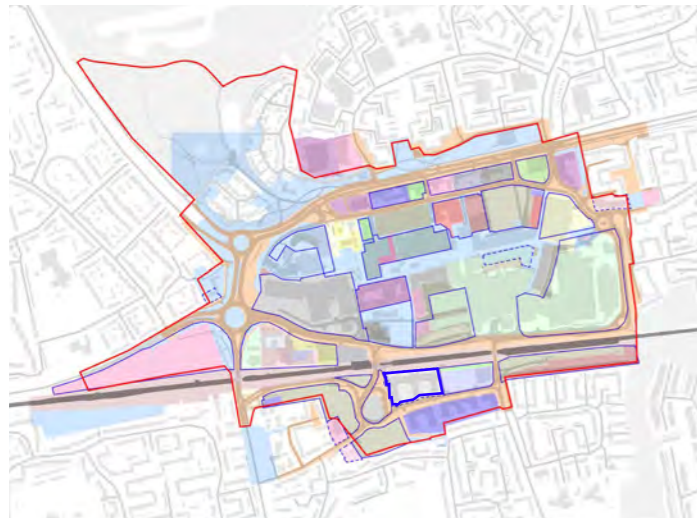
UC24



- Area**
0.27ha
- Ownership**
- British Telecommunications PLC
- Existing uses**
- BT offices and car parking
- Planning status**
- None
- Existing buildings worthy of retention**
- Maybe - architecture contributes to "New Town" character
- Existing open/ green spaces worthy of retention**
- None
- Opportunities**
- Single site ownership
- Constraints**
- Phasing may be required if to relocate BT offices
- Conclusion**
- Not a potential site for urban capacity testing: not enough info on existing building.

5.0 URBAN CAPACITY STUDY SITES

UC25



Area
0.92ha

Ownership
— Basildon Properties Limited

Existing uses
— Trafford House (residential) and car parking

Planning status
— Planning application submitted
— 151 residential units (additional 3 floors)

Existing buildings worthy of retention
— Trafford House - new build residential development

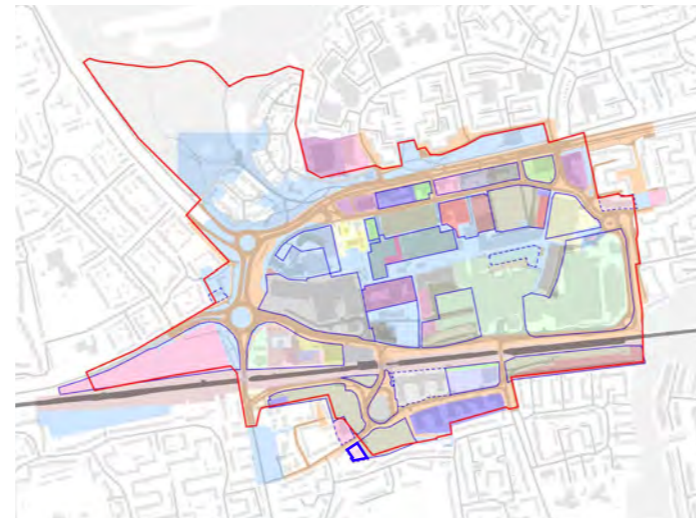
Existing open/ green spaces worthy of retention
— None

Opportunities
— Single site ownership

Constraints
— Identified potential for additional residential above

Conclusion
— Review planning application as part of urban capacity testing.

UC26



Area
0.14ha

Ownership
— Territorial Auxillary & Volunteer Reserve Association For East Anglia

Existing uses
— Basildon Cadet Centre

Planning status
— None

Existing buildings worthy of retention
— None

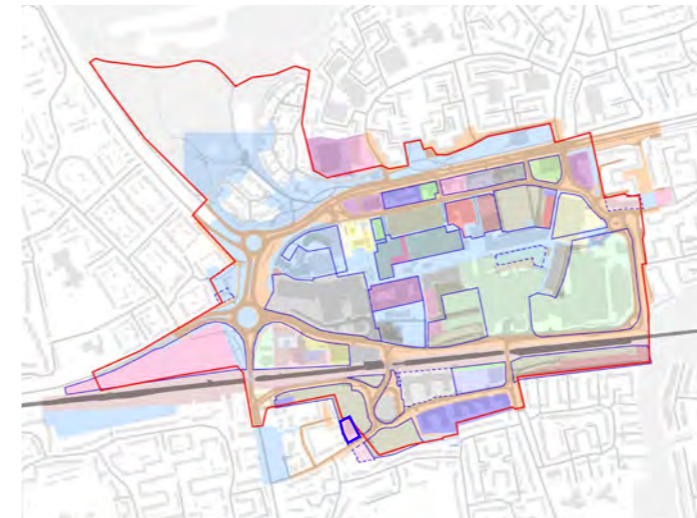
Existing open/ green spaces worthy of retention
— None

Opportunities
— Single site ownership

Constraints
— Outside study area boundary

Conclusion
— Potential site for urban capacity testing.

UC27



Area
0.19ha

Ownership
— Jonathon Nicholas Gilmore Nurse & Rachel Nurse

Existing uses
— Cherrydown Vets Basildon and car parking

Planning status
— None

Existing buildings worthy of retention
— None

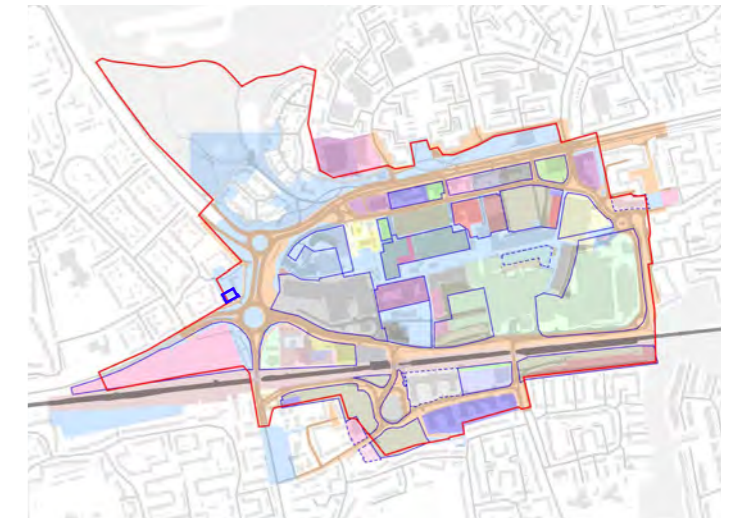
Existing open/ green spaces worthy of retention
— None

Opportunities
— Single site ownership

Constraints
— Outside study area boundary

Conclusion
— Potential site for urban capacity testing.

UC28



Area
0.09ha

Ownership
— Sempra Homes

Existing uses
— Vacant brownfield site

Planning status
— None

Existing buildings worthy of retention
— None

Existing open/ green spaces worthy of retention
— None

Opportunities
— Single site ownership
— Brownfield site

Constraints
— Adjacent to green space (undesignated)
— 20 two bed flats have been recently completed on this site. (3-4 storey height).

Conclusion
— Not a potential site for urban capacity testing: site recently developed.

6.0
URBAN CAPACITY
STUDY METHODOLOGY



6.0

URBAN CAPACITY

STUDY METHODOLOGY

Urban capacity study methodology

A Basildon-specific methodology for capacity testing has been developed for this study. This is informed by national, regional and Basildon-wide approaches as outlined in the following policy documents:

- National Planning Policy Framework (2021)
- National Planning practice guidance
- South Essex Strategic Growth Locations Study – Housing Land Availability Evidence Base Report (September 2018)
- Essex Design Guide
- Basildon Town Centre Regeneration Framework 2020

The methodology sets out a design and place-based approach for identifying potential capacity in Basildon Town Centre.

A number of capacity testing assumptions are set out below:

Urban zone classification

The study area has been categorised into 3 urban zones, relating to their location, mix of uses and density of development. These are:

- Urban/Central
- Transition (Urban/Suburban edge)
- Suburban/Residential

Dwelling mix and GEA floorspace per home

A dwelling mix has been established which draws on guidance from the South Essex SHMA Addendum 2017 (2014-2037), with adjustments made to the mix to reflect a more urban condition in Basildon Town Centre in comparison to the wider South Essex area.

The affordable housing mix in all 3 urban zones (as classified above) follows the figures set out in the South Essex SHMA Addendum.

The market housing mix within the Urban/Central and Transition zones has been adjusted to account for viability and an assumption that residential accommodation delivered in these zones will comprise of predominantly flats and maisonettes. The mix in these areas is thereby weighted towards

a larger proportion of smaller units (1 and 2 bedrooms). An average GEA floorspace of 77sqm per home is adopted in Urban/Central and Transition zones.

The market housing mix within the Suburban/Residential zone has been adjusted to account for viability and an assumption that residential accommodation delivered in this zone will comprise of predominantly houses (including terraced, semi-detached and detached typologies). The mix in these areas is thereby weighted towards a larger proportion of family-sized units (3 and 4 bedrooms). An average GEA floorspace of 91sqm per home is adopted in the Suburban/Residential zone.

All assumed unit sizes align with Nationally Described Space Standards.

Private external amenity

As we emerge from the COVID-19 pandemic the importance of private external space to dwellings has had a greater emphasis. Capacity for new residential development to include private external amenity space is critical.

It is assumed that the residential typologies employed in the capacity testing study will allow for the provision of external private amenity to all dwellings which can be accommodated on plot, including in the form of balconies or roof terraces for flatted development and private gardens for houses.

Play space

It is assumed that the residential typologies employed in the capacity testing study will allow for the provision of the required amount of play space to be accommodated on plot, including within communal courtyards, nearby open spaces and within play streets.

Inclusion of non-residential uses

It is assumed that the building typologies employed in the capacity testing study will allow for the

provision of sufficient non-residential space to deliver the Council's vision for Basildon Town Centre. Ground floors will provide flexible space for a variety of appropriate uses, determined by planning policy and market demand and make a positive contribution to placemaking, while upper floors will accommodate housing.

Where provision of non-residential uses has been specifically identified within the capacity-tested sites, this is informed by the Basildon Town Centre Regeneration Framework 2020 development proposals.

Social infrastructure

Whilst no specific allowance has been made within the capacity testing for the provision of social infrastructure, it is assumed that the typologies employed provide opportunities to include such uses within ground floor areas, and commercial opportunities for commercial providers such as a dentist or nursery.

Specific social infrastructure needs to be determined subject to an Infrastructure Delivery Plan review by Basildon Borough Council.

Green infrastructure

No allowance has been made within the capacity testing for the provision of green infrastructure. All scenarios in this report require review in relation to associated social and green infrastructure provision. It is assumed that this provision can be reconciled via a combination of on plot and off-site provision. On or off-site contributions can be sought from development proposals towards matters such as landscaping, off-site open space provision/enhancement, footpaths/cycleways, and to general public realm improvements which will help to meet any additional needs arising.

Permitted Development Rights

No allowance has been made within the capacity testing for the impact of Permitted Development

Rights in the conversion of existing residential uses to other uses.

Any potential capacity for delivering homes via Permitted Development Rights is adequately reflected within the capacity identified within the urban capacity study sites.

Car parking

The following assumptions have been made in relation to car parking provision for residential development:

Developments brought forward during the Short Term (Years 1 to 5) = 0.5 parking ratio

Developments brought forward during Medium Term (Years 6-10) and Long Term (Years 10-15) = 0.3 parking ratio

Basildon Borough Council considers this level of parking provision to be an acceptable maximum level, given the urban location and excellent links to sustainable transport.

Cycle parking and refuse storage

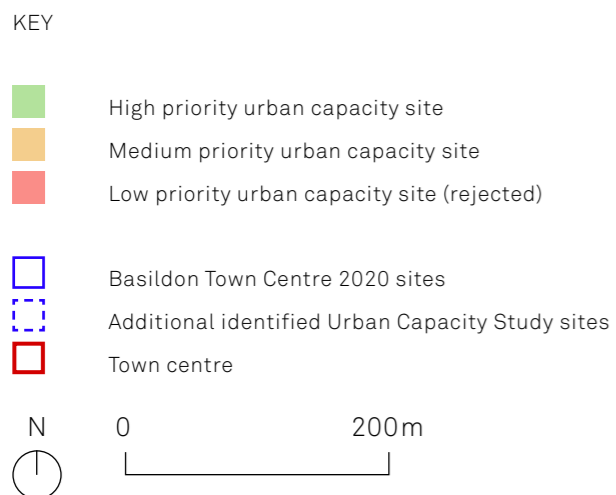
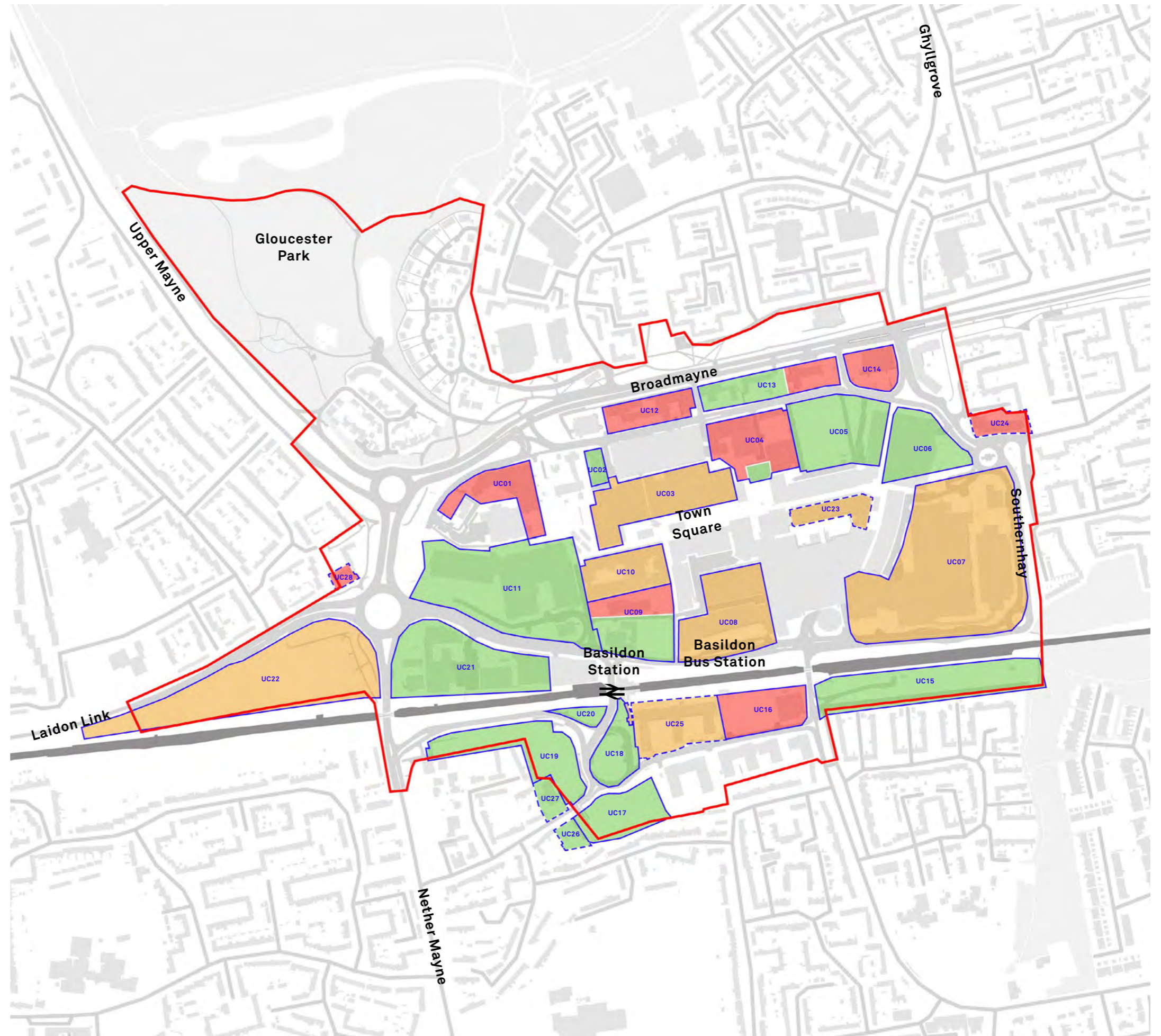
It is assumed that the building typologies employed in the capacity testing study will allow for the provision of sufficient ground floor area to accommodate required cycle parking, refuse storage and other ancillary residential uses to be delivered on plot.

6.0 URBAN CAPACITY STUDY METHODOLOGY

Priority sites

Selected sites have been categorised according to whether they present a low, medium or high priority for inclusion within the capacity testing as part of this study.

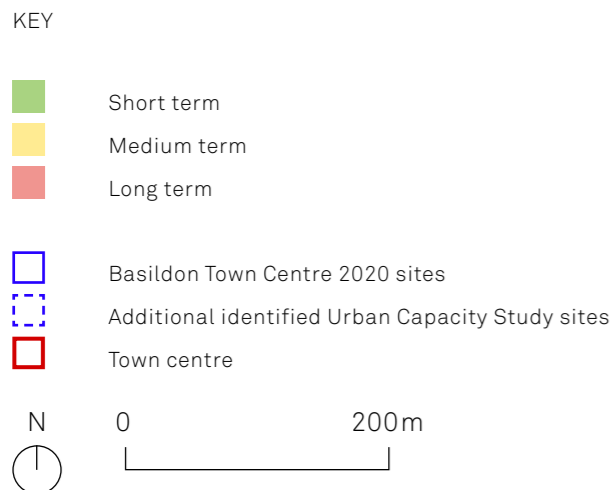
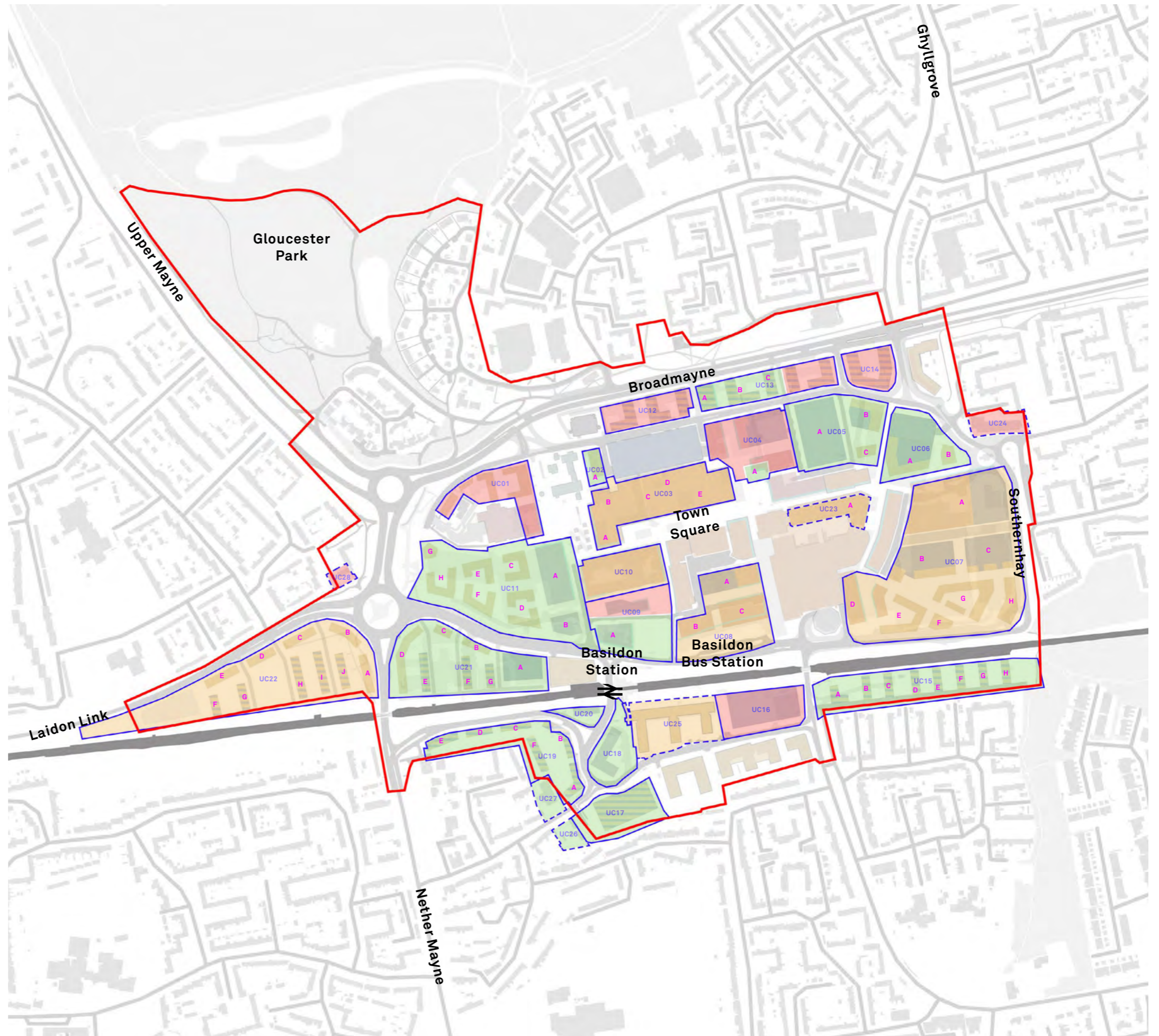
See Section 4.0 Urban Capacity Study Sites for full breakdown of opportunities, constraints and conclusions on high, medium and low priority sites.



6.0 URBAN CAPACITY STUDY METHODOLOGY

Defined plot boundaries
and building codes

Sites have been further divided into sub-plots for the purpose of capacity testing in order to reconcile the complexity of larger sites.



6.0 URBAN CAPACITY STUDY METHODOLOGY

Baseline Height Scenario Testing

The baseline height scenario testing establishes 3 baseline scenarios for reference as a comparative tool to understand development uplift relative to height across the Town Centre area.

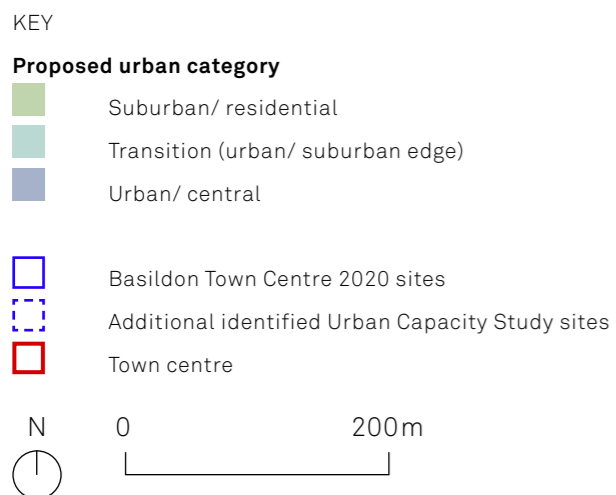
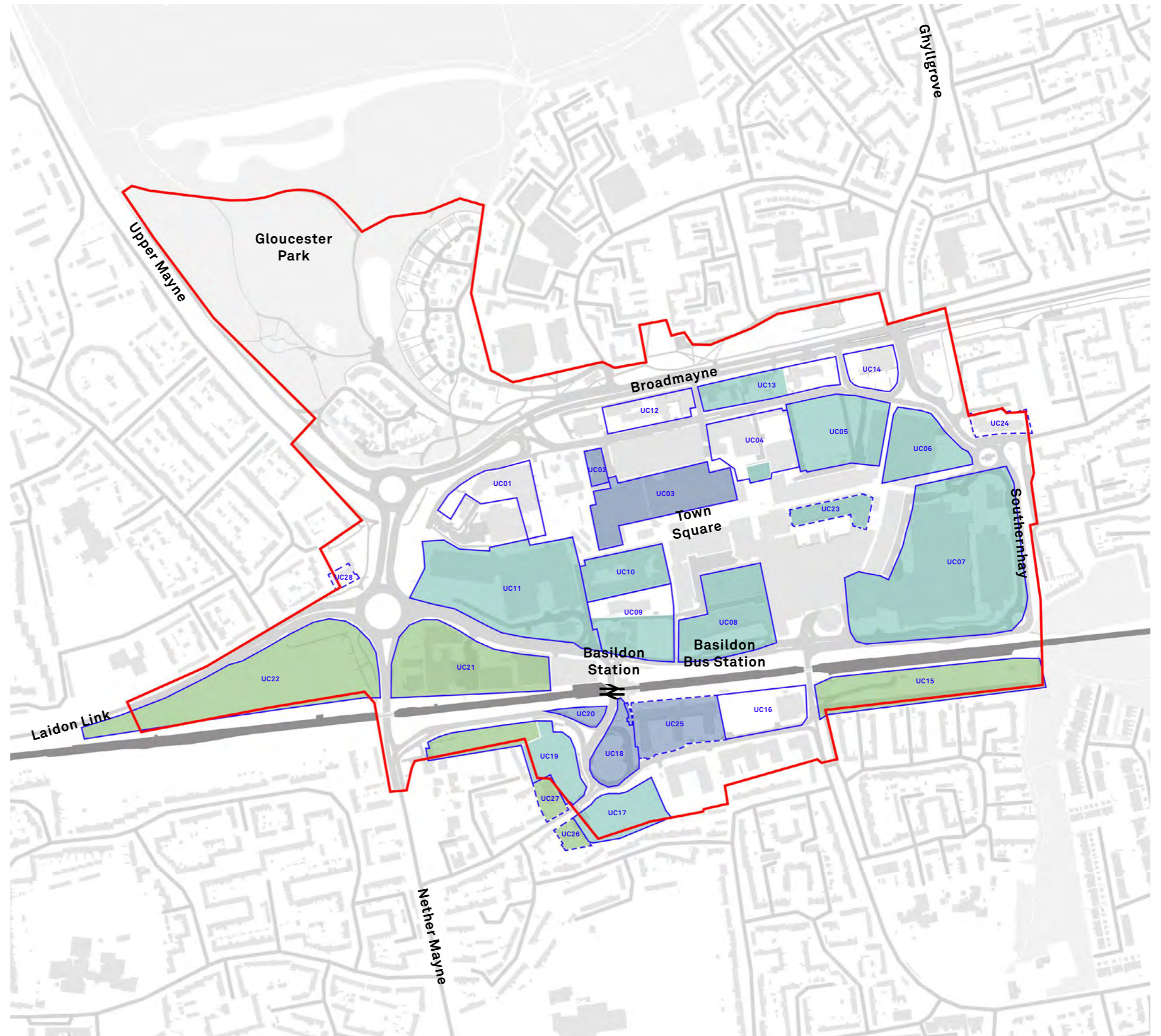
The existing building heights across the whole Town Centre are illustrated on p.7 of this document.

For the purposes of the urban capacity testing, a less fine grain degree of resolution is required to ensure outcomes are not over-prescriptive in relation to building heights on particular sites.

In this context, an existing prevailing heights plan has been produced to offer a coarser grain alternative, comprising zones as illustrated on the right.

All 3 baseline height scenarios reference this existing prevailing height as a starting point, with scenarios 2 and 3 reflecting an incremental uplift on the existing prevailing height.

The illustrative layouts and massing in all scenarios draw from the Basildon Town Centre 2020 proposals.



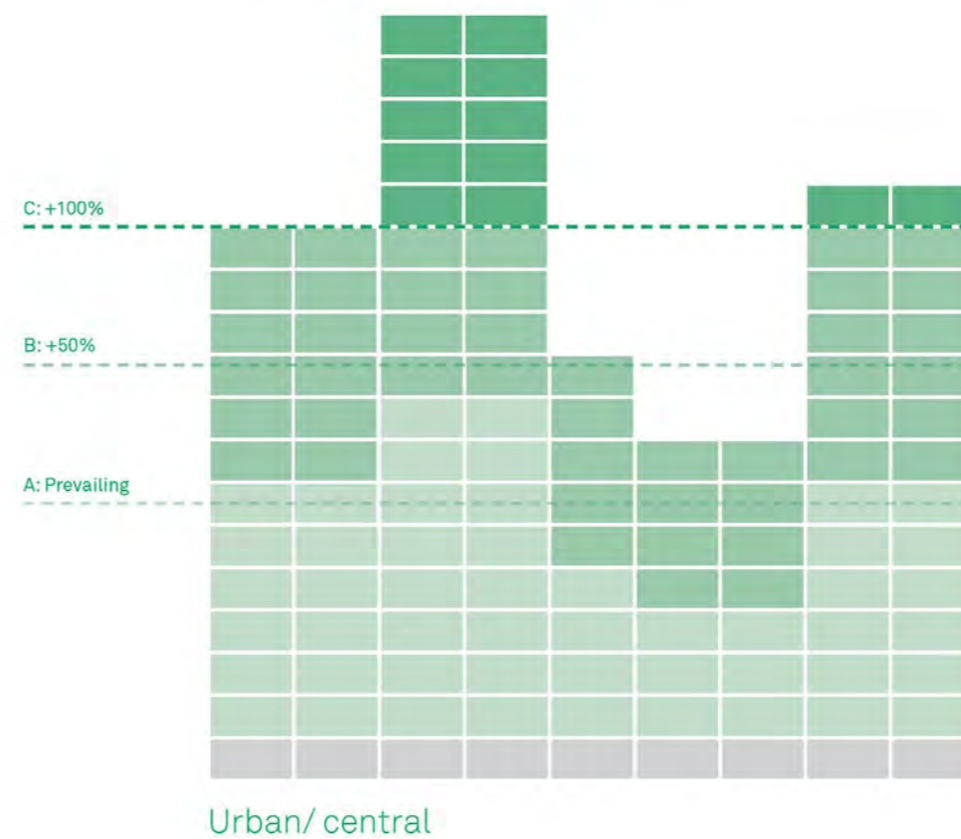
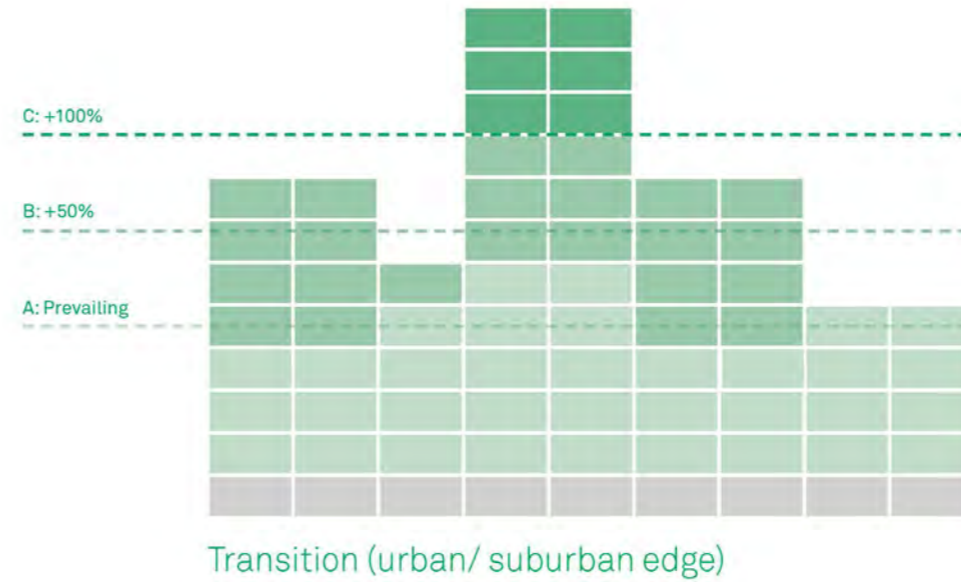
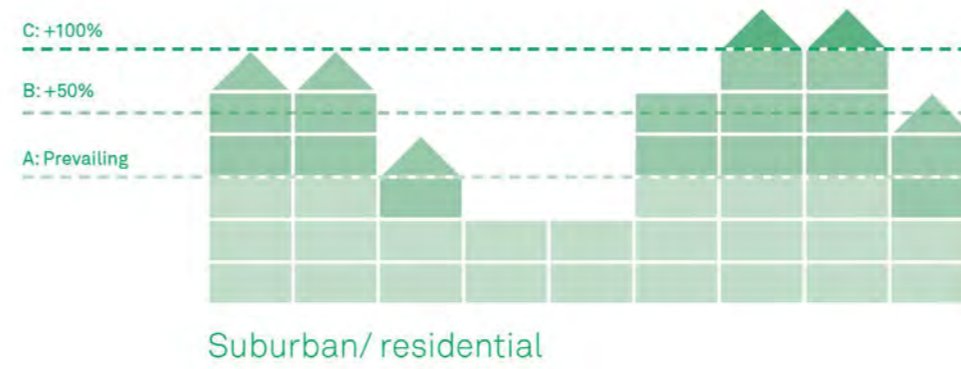
6.0

URBAN CAPACITY

STUDY METHODOLOGY

Prevailing heights in relation to urban zone classification

Prevailing heights in relation to urban zone classification is illustrated on the right. This allows for a lower datum in the outer Suburban/residential zones reflecting predominantly house typologies for residential development here, with a gradual rise to gentle densification within the Transition zone on the edge between the Suburban and Urban areas, and finally greater transformation with the highest datum for development in the town centre focused within the Urban/Central zone.



6.0 URBAN CAPACITY STUDY METHODOLOGY

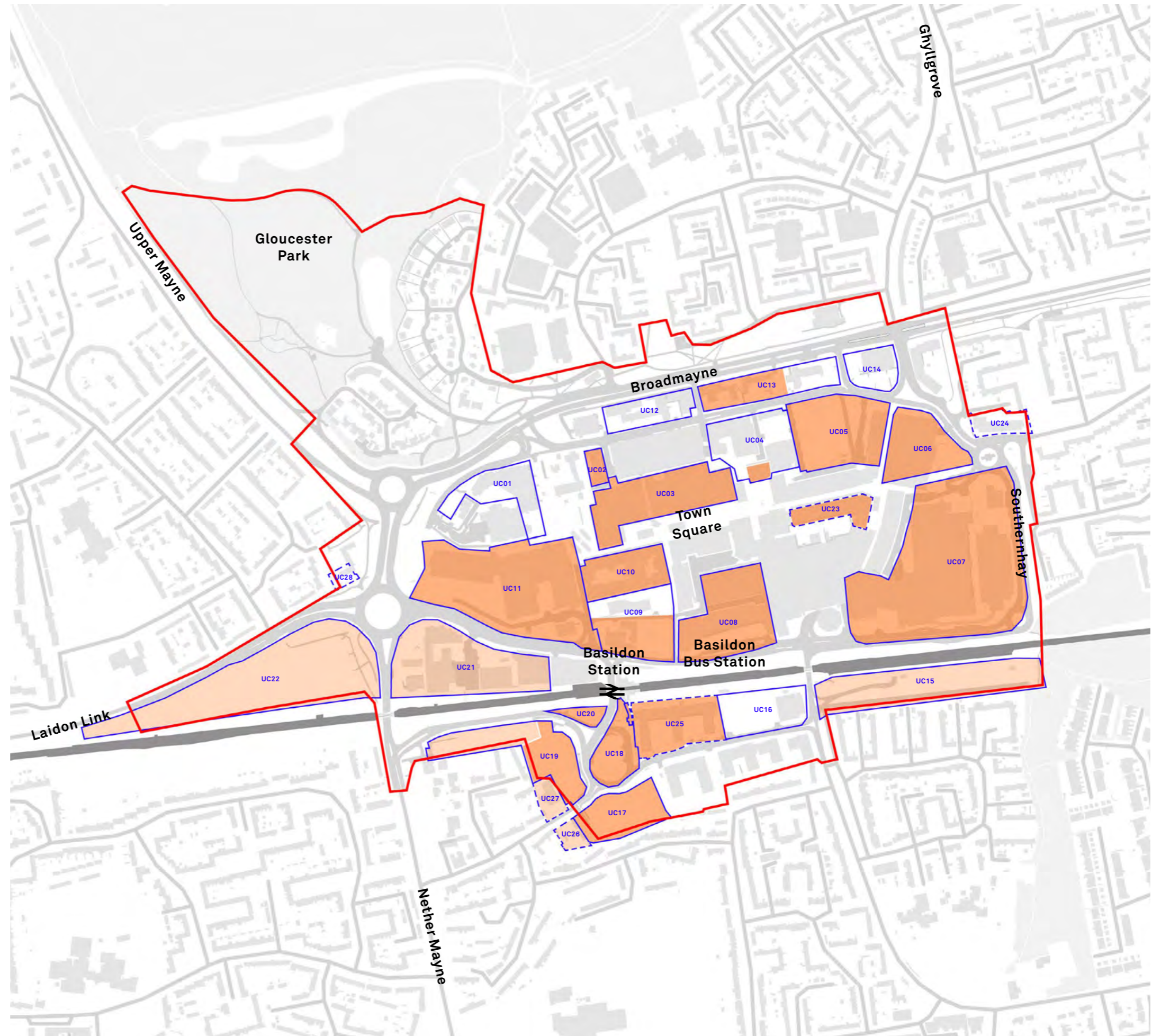
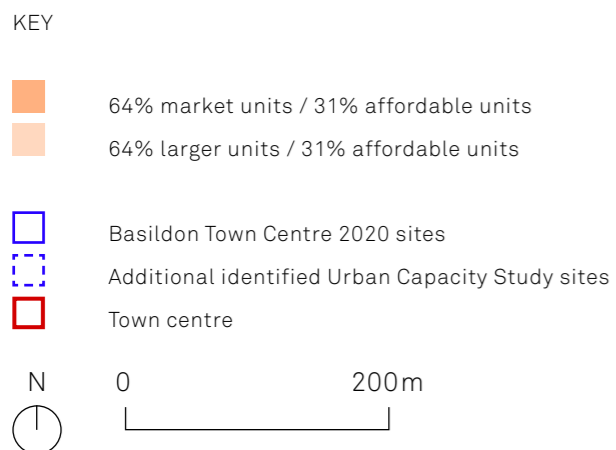
Distribution of housing units

Assumptions for the housing makeup for the urban capacity study are based on three housing mixes (similar to Basildon Town Centre 2020):

- **Market unit mix**
Private 1/2 bed units in town centre
35% 1bed, 65% 2bed
- **Larger unit mix**
Private 1/2/3/4 bed units in suburbs
14% 1bed, 26% 2bed, 40% 3bed, 20% 4bed
- **Affordable unit mix**
Affordable housing in town centre and suburbs
39% 1 bed, 53% 2bed, 5% 3bed , 3% 4bed

The distribution of these assumed mixes is shown in the adjacent map. Further detail of unit sizes can be found over leaf.

An assumed split of 31% affordable housing is used as per the Local Plan Viability Study Update.



6.0 URBAN CAPACITY STUDY METHODOLOGY

Unit mixes

Market Unit Size Assumptions (Private 1/2 bed units in town centre)

Number of bedrooms	Number of bed spaces	One Storey dwellings (M2)	Two storey dwellings (M2)	Three storey dwellings (M2)	Average Unit Size (M2)	Unit Mix	Total	Total Average Unit Size (NIA)	Total Average Unit Size (GEA)	Average Unit Size (GEA)
One bed	1p	39 (37)*			45	35%	1558	61	76	56
	2p	50								
Two bed	3p	61	70		70	65%	4550	61	76	88
	4p	70	79							

Larger Unit Size Assumptions (Private 1/2/3/4 bed units in suburbs)

Number of bedrooms	Number of bed spaces	One Storey dwellings (M2)	Two storey dwellings (M2)	Three storey dwellings (M2)	Average Unit Size (M2)	Unit Mix	Total	Total Average Unit Size (NIA)	Total Average Unit Size (GEA)	Average Unit Size (GEA)
One bed	1p	39 (37)*			45	14%	623	80	100	56
	2p	50								
Two bed	3p	61	70		70	26%	1820	80	100	88
	4p	70	79							
Three bed	4p	74	84	90	88	40%	3507	80	100	110
	5p	86	93	99						
Four bed	5p	90	97	103	101	20%	2023	80	100	126
	6p	99	106	112						

Affordable Unit Size Assumptions (Affordable housing in town centre and suburbs)

Number of bedrooms	Number of bed spaces	One Storey dwellings (M2)	Two storey dwellings (M2)	Three storey dwellings (M2)	Average Unit Size (M2)	Unit Mix	Total	Total Average Unit Size (NIA)	Total Average Unit Size (GEA)	Average Unit Size (GEA)
One bed	1p	39 (37)*			45	39%	1736	62	77	56
	2p	50								
Two bed	3p	61	70		70	53%	3710	62	77	88
	4p	70	79							
Three bed	4p	74	84	90	88	5%	438	62	77	110
	5p	86	93	99						
Four bed	5p	90	97	103	101	3%	304	62	77	126
	6p	99	106	112						

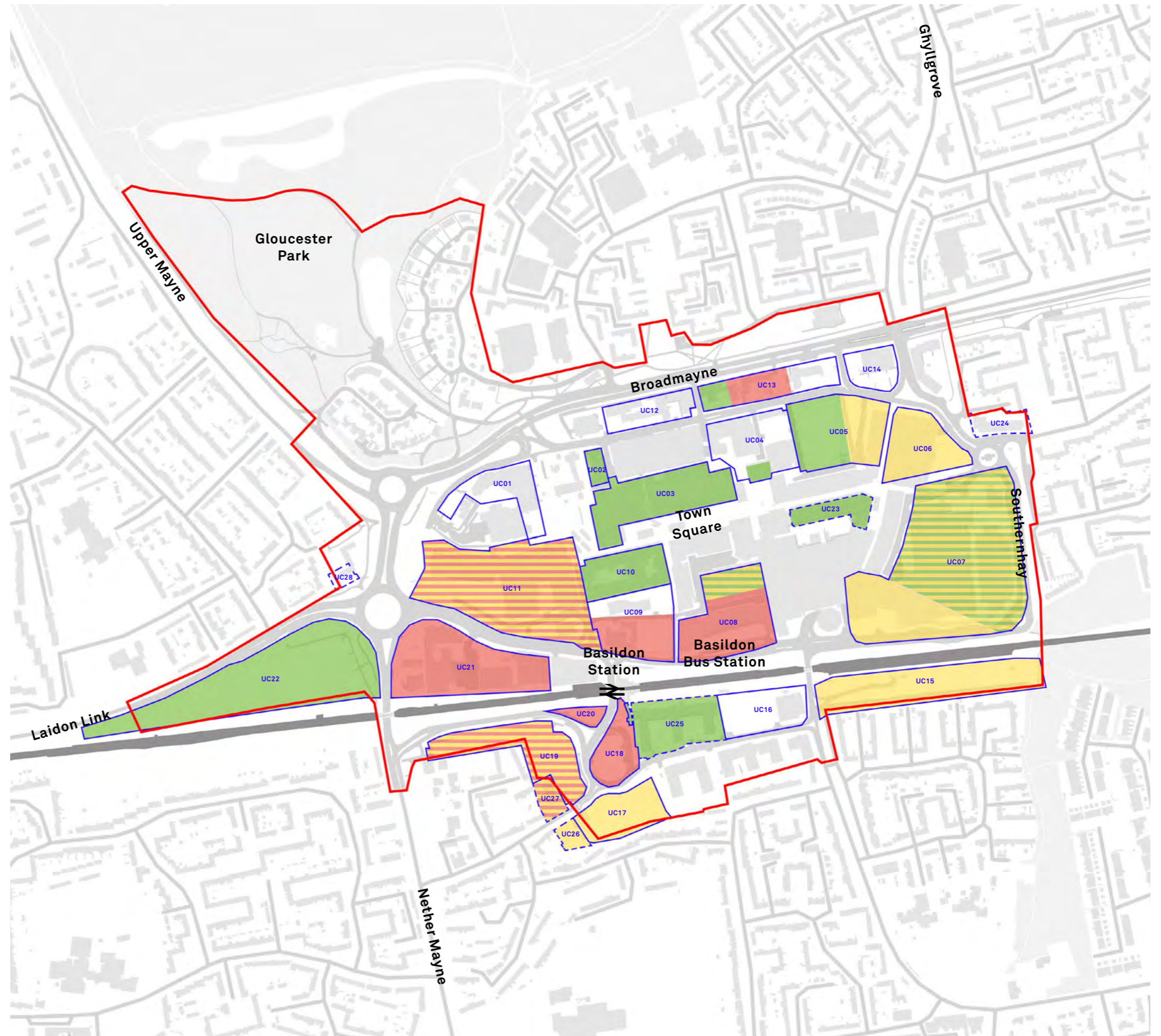
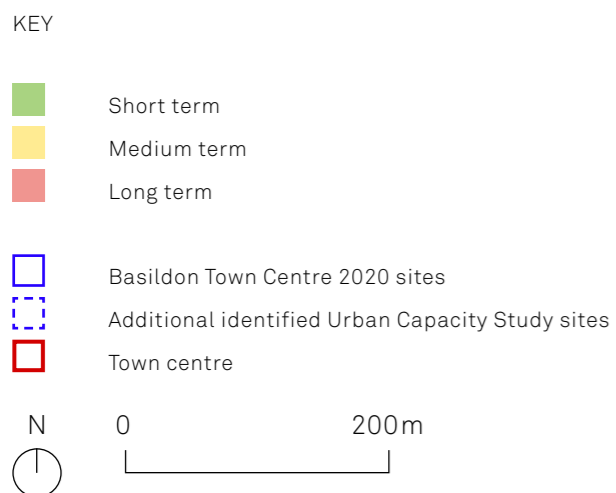
6.0 URBAN CAPACITY STUDY METHODOLOGY

Phasing

The following assumptions have been made in relation to phasing:

- Short Term = Years 1 to 5
- Medium Term = Years 6-10
- Long Term = Years 10-15

Phases above align with the 15 year time horizon of the Local Plan.



7.0
URBAN CAPACITY
STUDY RESULTS



7.0 URBAN CAPACITY STUDY RESULTS

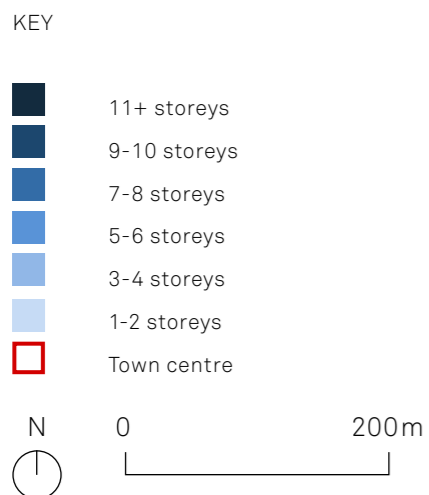
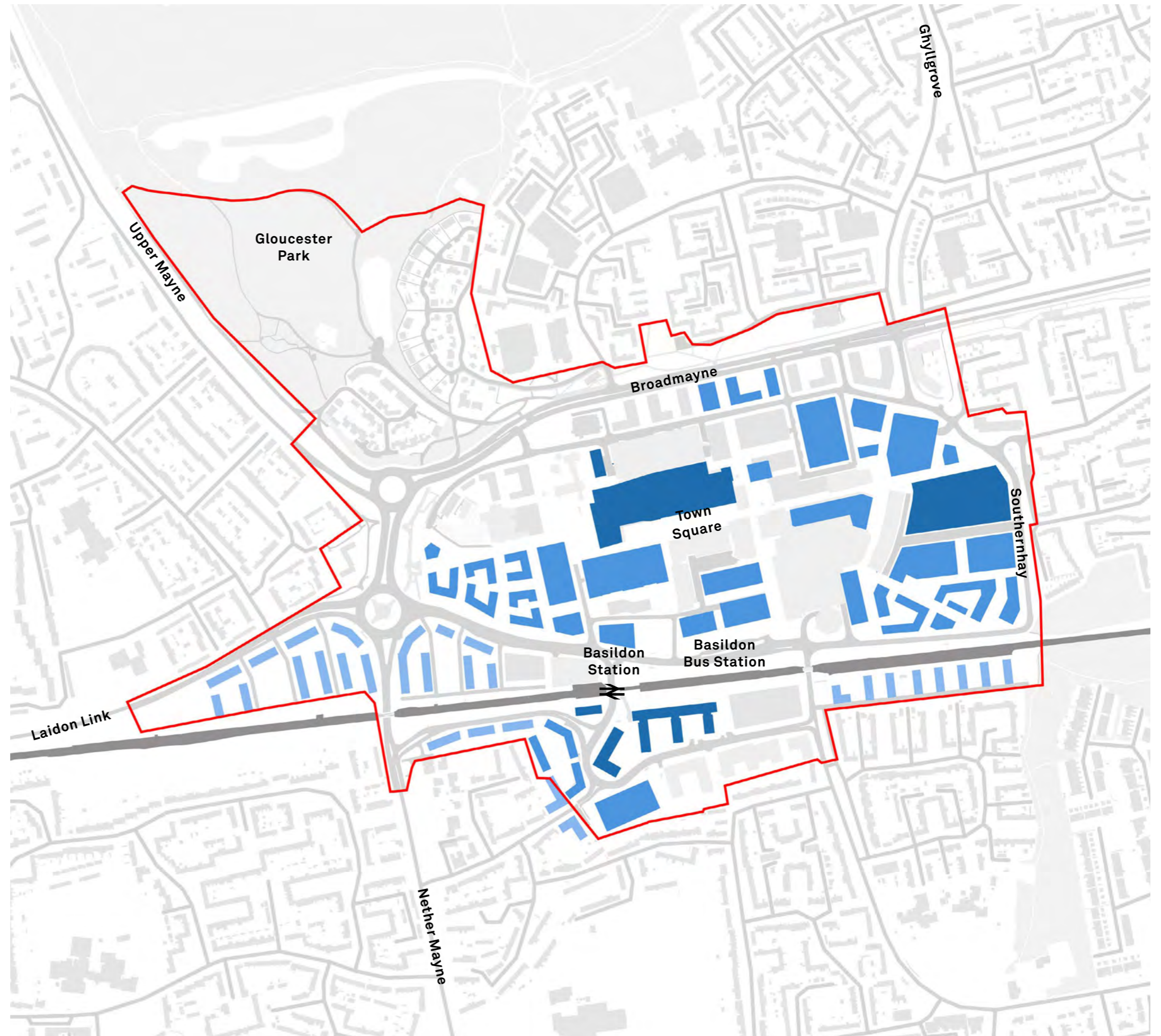
Building Height Scenarios: Scenario A - Baseline

This baseline scenario applies the existing prevailing heights datum, as described on p.41, to new development illustrated on the shortlisted sites.

This provides a total of around 3,900 homes across all Basildon Town Centre sites.

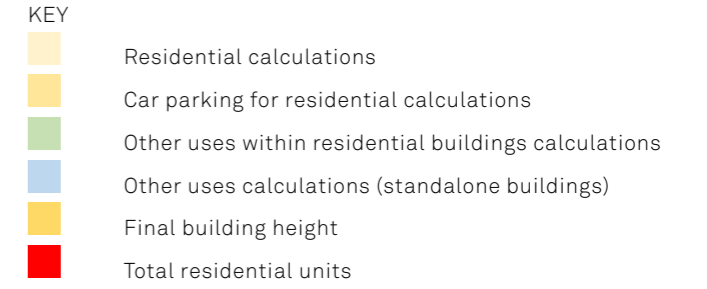
The prevailing building heights associated with this scenario range from 3-4 storeys up to 7-8 storeys.

Scenario A also provides 35,770sqm of retail space and 37,920sqm of workspace.



7.0
 URBAN CAPACITY
 STUDY RESULTS

Building Height Scenarios:
 Scenario A - Baseline



URBAN CAPACITY SITE	PRIORITY	BUILDING CODE	EXISTING HEIGHTS	ZONAL PREVAILING HEIGHTS	URBAN CATEGORY	RESI TYPICAL FLOOR AREA	RESI STOREY MULTIPLIER	RESI AREA TOTAL	RESI UNITS MULTIPLIER	RESI UNITS TOTAL	PHASE CATEGORY	CAR PARKING SPACE MULTIPLIER	CAR PARKING SPACE REQUIREMENT	CAR PARKING AREA MULTIPLIER	CAR PARKING AREA REQUIREMENT TOTAL	CAR PARKING STOREYS	TOWN CENTRE APPROPRIATE FLOOR AREA (RETAIL FOCUSED)	TOWN CENTRE APPROPRIATE STOREY MULTIPLIER (RETAIL FOCUSED)	TOWN CENTRE APPROPRIATE AREA TOTAL (RETAIL FOCUSED)	WORKSPACE TYPICAL FLOOR AREA TOTAL	WORKSPACE STOREY MULTIPLIER	WORKSPACE AREA TOTAL	FINAL BUILDING HEIGHT		
			(no. of storeys)	(no. of storeys)	URBAN/ CENTRAL TRANSITION (URBAN/ SUBURBAN EDGE) SUBURBAN/ RESIDENTIAL	(m2)	URBAN/ CENTRAL = 6.5 TRANSITION (URBAN/ SUBURBAN EDGE) = 4.5 SUBURBAN/ RESIDENTIAL = 3	(m2)	URBAN/ CENTRAL = 76.31 TRANSITION (URBAN/ SUBURBAN EDGE) = 76.31 SUBURBAN/ RESIDENTIAL = 92.87	(no. of units)	SHORT MEDIUM LONG	SHORT = 0.5 MEDIUM = 0.3 LONG = 0.3	(no. of spaces)	URBAN/ CENTRAL = 25 TRANSITION (URBAN/ SUBURBAN EDGE) = 25 SUBURBAN/ RESIDENTIAL = 25	(m2)	(no. of storeys)	(m2)	(no. of storeys)	(m2)	(m2)	(no. of storeys)	(m2)	(no. of storeys)		
UC01	LOW	N/A	4																						
UC02	HIGH	UC02-A	3	7-8	URBAN/ CENTRAL	626	6.5	4069	76.31	53	SHORT	0.5	27	25	667	1.1							8		
UC03	MEDIUM	UC03-A	4	7-8	URBAN/ CENTRAL	602	6.5	3913	76.31	51	SHORT	0.5	26	25	641	1.1								8	
		UC03-B	4	7-8	URBAN/ CENTRAL	507	6.5	3296	76.31	43	SHORT	0.5	22	25	540	1.1								8	
		UC03-C	5	7-8	URBAN/ CENTRAL	1316	6.5	8554	76.31	112	SHORT	0.5	56	25	1401	1.1								8	
		UC03-D	2	7-8	URBAN/ CENTRAL	400	6.5	2600	76.31	34	SHORT	0.5	17	25	426	1.1								8	
		UC03-E	2	7-8	URBAN/ CENTRAL	400	6.5	2600	76.31	34	SHORT	0.5	17	25	426	1.1								8	
UC04	LOW / HIGH	UC04-A	0	5-6	TRANSITION (URBAN/ SUBURBAN EDGE)	480	4.5	2160	76.31	28	SHORT	0.5	14	25	354	0.7								5	
UC05	HIGH	UC05-A	0	5-6	TRANSITION (URBAN/ SUBURBAN EDGE)	3284	4.5	14778	76.31	194	SHORT	0.5	97	25	2421	0.7								5	
		UC05-B	3	5-6	TRANSITION (URBAN/ SUBURBAN EDGE)	1036	4.5	4662	76.31	61	MEDIUM	0.3	30	25	458	0.4								5	
		UC05-C	3	5-6	TRANSITION (URBAN/ SUBURBAN EDGE)	440	4.5	1980	76.31	26	MEDIUM	0.3	13	25	195	0.4								5	
UC06	HIGH	UC06-A	3	5-6	TRANSITION (URBAN/ SUBURBAN EDGE)	1441	4.5	6485	76.31	85	MEDIUM	0.3	42	25	637	0.4								5	
		UC06-B	0	5-6	TRANSITION (URBAN/ SUBURBAN EDGE)	529	4.5	2381	76.31	31	MEDIUM	0.3	15	25	234	0.4								5	
UC07	MEDIUM	UC07-A	3	5-6	TRANSITION (URBAN/ SUBURBAN EDGE)	4581	4.5	20615	76.31	270	SHORT/ MEDIUM	0.4	108	25	2701	0.6	6874	3	20622					8	
		UC07-B	3	5-6	TRANSITION (URBAN/ SUBURBAN EDGE)	2486	4.5	11187	76.31	147	SHORT/ MEDIUM	0.4	59	25	1466	0.6								5	
		UC07-C	3	5-6	TRANSITION (URBAN/ SUBURBAN EDGE)	2168	4.5	9756	76.31	128	SHORT/ MEDIUM	0.4	51	25	1278	0.6								5	
		UC07-D	2	5-6	TRANSITION (URBAN/ SUBURBAN EDGE)	757	4.5	3407	76.31	45	MEDIUM	0.3	22	25	335	0.4	1853	1	1853					6	
		UC07-E	9	5-6	TRANSITION (URBAN/ SUBURBAN EDGE)	2187	4.5	9842	76.31	129	MEDIUM	0.3	51	25	967	0.4	758	1	758					6	
		UC07-F	3	5-6	TRANSITION (URBAN/ SUBURBAN EDGE)	594	4.5	2693	76.31	33	MEDIUM	0.3	16	25	245	0.4									5
		UC07-G	3	5-6	TRANSITION (URBAN/ SUBURBAN EDGE)	2232	4.5	10044	76.31	132	SHORT/ MEDIUM	0.4	53	25	1316	0.6									5
		UC07-H	3	5-6	TRANSITION (URBAN/ SUBURBAN EDGE)	1123	4.5	5054	76.31	66	SHORT/ MEDIUM	0.4	26	25	662	0.6									5
		UC07-I	3	5-6	TRANSITION (URBAN/ SUBURBAN EDGE)	1386	4.5	6237	76.31	82	SHORT/ MEDIUM	0.4	33	25	817	0.6	1001	1	1001					6	
		UC07-J	2	5-6	TRANSITION (URBAN/ SUBURBAN EDGE)	746	4.5	3357	76.31	44	LONG	0.3	22	25	330	0.4	1395	1	1395					6	
UC08	MEDIUM	UC08-B	2	5-6	TRANSITION (URBAN/ SUBURBAN EDGE)	1658	4.5	7461	76.31	98	LONG	0.3	49	25	733	0.4	2542	1	2542					6	
		UC08-C	2	5-6	TRANSITION (URBAN/ SUBURBAN EDGE)	1658	4.5	7461	76.31	98	LONG	0.3	49	25	733	0.4	2542	1	2542					6	
		UC08-D	2	5-6	TRANSITION (URBAN/ SUBURBAN EDGE)	1658	4.5	7461	76.31	98	LONG	0.3	49	25	733	0.4	2542	1	2542					6	
UC09	LOW / HIGH	UC09-A	2	5-6	TRANSITION (URBAN/ SUBURBAN EDGE)															1516	5.5	8338	6		
UC10	MEDIUM	UC10-A	3	5-6	TRANSITION (URBAN/ SUBURBAN EDGE)	3563	4.5	16034	76.31	210	SHORT	0.5	105	25	2626	0.7	6283	1	6283					6	
UC11	HIGH	UC11-A	2	5-6	TRANSITION (URBAN/ SUBURBAN EDGE)																			6	
		UC11-B	2	5-6	TRANSITION (URBAN/ SUBURBAN EDGE)																				6
		UC11-C	2	5-6	TRANSITION (URBAN/ SUBURBAN EDGE)	1024	4.5	4608	76.31	60	MEDIUM/ LONG	0.3	30	25	453	0.4								5	
		UC11-D	2	5-6	TRANSITION (URBAN/ SUBURBAN EDGE)	1396	4.5	6282	76.31	82	MEDIUM/ LONG	0.3	41	25	617	0.4								5	
		UC11-E	2	5-6	TRANSITION (URBAN/ SUBURBAN EDGE)	902	4.5	4059	76.31	53	MEDIUM/ LONG	0.3	26	25	399	0.4								5	
		UC11-F	0	5-6	TRANSITION (URBAN/ SUBURBAN EDGE)	1022	4.5	4599	76.31	60	MEDIUM/ LONG	0.3	30	25	452	0.4									5
		UC11-G	0	5-6	TRANSITION (URBAN/ SUBURBAN EDGE)	368	4.5	1656	76.31	22	MEDIUM/ LONG	0.3	11	25	163	0.4									5
		UC11-H	0	5-6	TRANSITION (URBAN/ SUBURBAN EDGE)	1073	4.5	4829	76.31	63	MEDIUM/ LONG	0.3	31	25	475	0.4									5
UC12	LOW / HIGH	UC12-A	2	5-6	TRANSITION (URBAN/ SUBURBAN EDGE)	631	4.5	2840	76.31	37	SHORT	0.5	18	25	465	0.7								5	
		UC12-B	2	5-6	TRANSITION (URBAN/ SUBURBAN EDGE)	941	4.5	4235	76.31	55	LONG	0.3	27	25	416	0.4								5	
		UC12-C	2	5-6	TRANSITION (URBAN/ SUBURBAN EDGE)	629	4.5	2831	76.31	37	LONG	0.3	18	25	278	0.4								5	
UC13	LOW	UC13-A	0	1-2	SUBURBAN/ RESIDENTIAL	475	3	1425	92.87	15	MEDIUM	0.3	7	25	115	0.2								3	
		UC13-B	0	1-2	SUBURBAN/ RESIDENTIAL	422	3	1266	92.87	14	MEDIUM	0.3	7	25	102	0.2								3	
		UC13-C	0	1-2	SUBURBAN/ RESIDENTIAL	422	3	1266	92.87	14	MEDIUM	0.3	7	25	102	0.2								3	
		UC13-D	0	1-2	SUBURBAN/ RESIDENTIAL	422	3	1266	92.87	14	MEDIUM	0.3	7	25	102	0.2								3	
		UC13-E	0	1-2	SUBURBAN/ RESIDENTIAL	422	3	1266	92.87	14	MEDIUM	0.3	7	25	102	0.2								3	
		UC13-F	0	1-2	SUBURBAN/ RESIDENTIAL	422	3	1266	92.87	14	MEDIUM	0.3	7	25	102	0.2								3	
		UC13-G	0	1-2	SUBURBAN/ RESIDENTIAL	422	3	1266	92.87	14	MEDIUM	0.3	7	25	102	0.2								3	
		UC13-H	0	1-2	SUBURBAN/ RESIDENTIAL	422	3	1266	92.87	14	MEDIUM	0.3	7	25	102	0.2								3	
UC14	HIGH	UC14-A	0	5-6	TRANSITION (URBAN/ SUBURBAN EDGE)	2375	4.5	10688	76.31	140	MEDIUM	0.3	70	25	1050	0.4								8	
		UC14-B	0	7-8	URBAN/ CENTRAL	1353	6.5	8795	76.31	115	LONG	0.3	57	25	864	0.6				1353	1	1353		8	
UC15	HIGH	UC15-A	0	5-6	TRANSITION (URBAN/ SUBURBAN EDGE)	615	4.5	2768	76.31	36	MEDIUM/ LONG	0.3	18	25	272	0.4								5	
		UC15-B	0	5-6	TRANSITION (URBAN/ SUBURBAN EDGE)	845	4.5	3803	76.31	50	MEDIUM/ LONG	0.3	25	25	374	0.4								5	
		UC15-C	0	1-2	SUBURBAN/ RESIDENTIAL	528	3	1584	92.87	17	MEDIUM/ LONG	0.3	8	25	128	0.2								3	
		UC15-D	0	1-2	SUBURBAN/ RESIDENTIAL	456	3	1368	92.87	15	MEDIUM/ LONG	0.3	7	25	110	0.2								3	
		UC15-E	0	1-2	SUBURBAN/ RESIDENTIAL	586	3	1758	92.87	19	MEDIUM/ LONG	0.3	9	25	142	0.2								3	
		UC15-F	0	1-2	SUBURBAN/ RESIDENTIAL	422	3	1266	92.87	14	MEDIUM	0.3	7	25	102	0.2								3	
		UC15-G	0	1-2	SUBURBAN/ RESIDENTIAL	422	3	1266	92.87	14	MEDIUM	0.3	7	25	102	0.2								3	
		UC15-H	0	1-2	SUBURBAN/ RESIDENTIAL	422	3	1266	92.87	14	MEDIUM	0.3	7	25	102	0.2								3	
UC16	LOW	UC16-A	2	5-6	TRANSITION (URBAN/ SUBURBAN EDGE)																			6	
		UC16-B	2	5-6	TRANSITION (URBAN/ SUBURBAN EDGE)																				6
UC17	HIGH	UC17-A	0	5-6	TRANSITION (URBAN/ SUBURBAN EDGE)	2375	4.5	10688																	

7.0 URBAN CAPACITY STUDY RESULTS

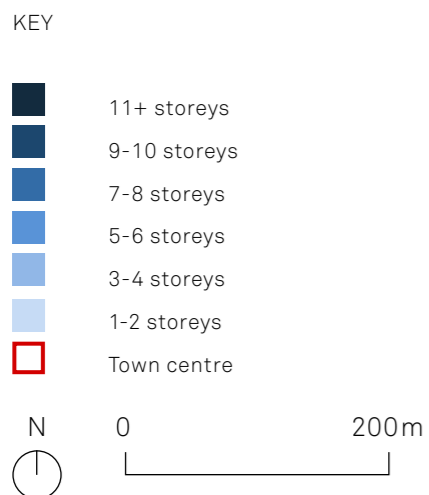
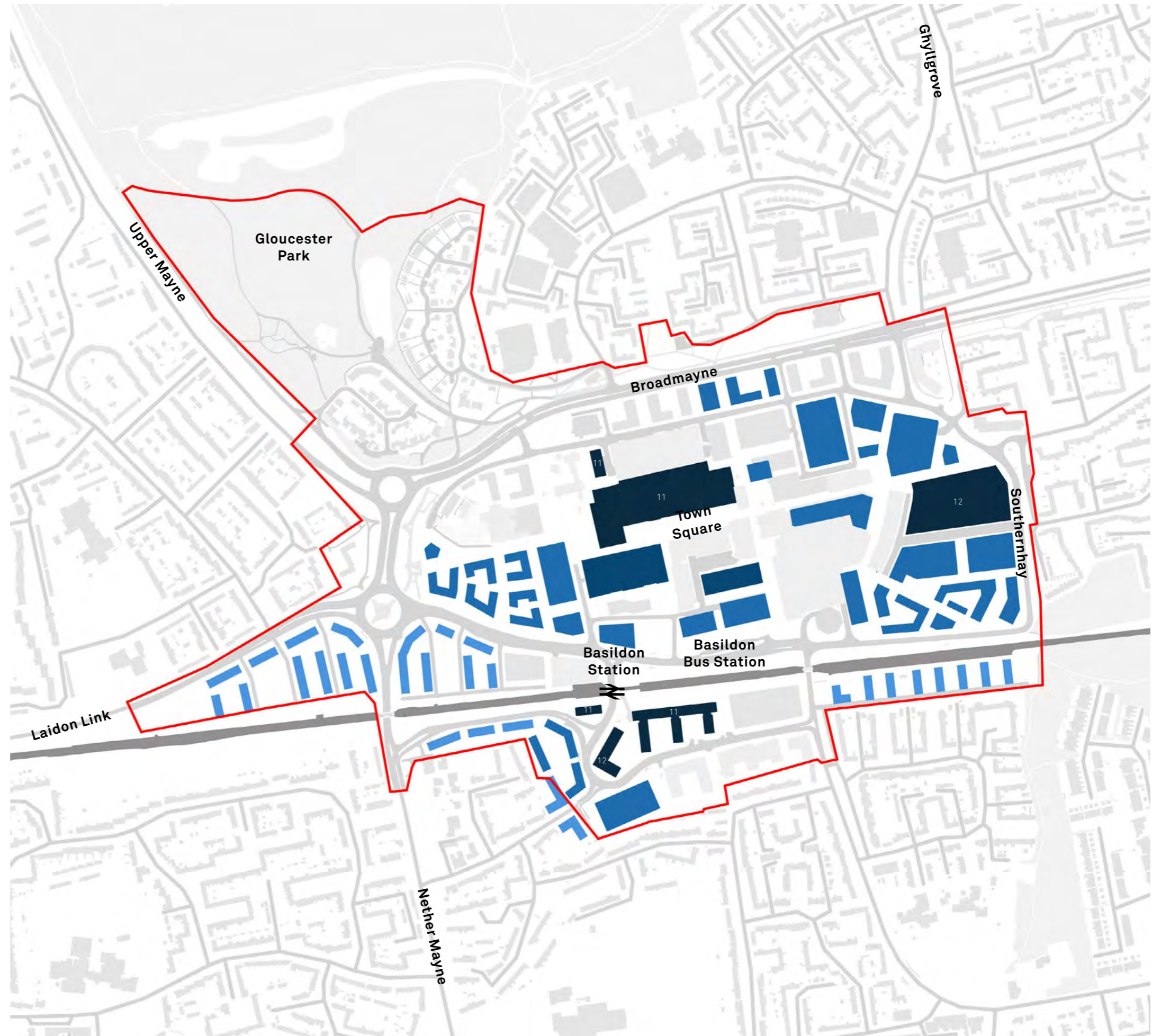
Building Height Scenarios: Scenario B - Baseline +50%

Scenario B adds an uplift of 50% to the existing prevailing height (baseline scenario A) within each site.

This provides a total of around 5,900 homes across all Basildon Town Centre sites.

The prevailing building heights associated with this scenario range from 5-6 storeys up to 12 storeys.

Scenario B also provides 35,770sqm of retail space and 56,200sqm of workspace.



7.0 URBAN CAPACITY STUDY RESULTS

Building Height Scenarios:
Scenario B - Baseline +50%

KEY

- Residential calculations
- Car parking for residential calculations
- Other uses within residential buildings calculations
- Other uses calculations (standalone buildings)
- Final building height
- Total residential units

URBAN CAPACITY SITE	PRIORITY	BUILDING CODE	EXISTING HEIGHTS	ZONAL PREVAILING HEIGHTS	URBAN CATEGORY	RESI TYPICAL FLOOR AREA	RESI STOREY MULTIPLIER	RESI AREA TOTAL	RESI UNITS MULTIPLIER	RESI UNITS TOTAL	PHASE CATEGORY	CAR PARKING SPACE MULTIPLIER	CAR PARKING SPACE REQUIREMENT	CAR PARKING AREA MULTIPLIER	CAR PARKING AREA REQUIREMENT TOTAL	CAR PARKING STOREYS	TOWN CENTRE APPROPRIATE FLOOR AREA (RETAIL FOCUSED)	TOWN CENTRE APPROPRIATE STOREY MULTIPLIER (RETAIL FOCUSED)	TOWN CENTRE APPROPRIATE AREA TOTAL (RETAIL FOCUSED)	WORKSPACE TYPICAL FLOOR AREA TOTAL	WORKSPACE STOREY MULTIPLIER	WORKSPACE AREA TOTAL	FINAL BUILDING HEIGHT		
			(no. of storeys)	(no. of storeys)	URBAN/ CENTRAL TRANSITION (URBAN/ SUBURBAN EDGE) SUBURBAN/ RESIDENTIAL	(m2)	URBAN/ CENTRAL = 9.75 TRANSITION (URBAN/ SUBURBAN EDGE) = 6.75 SUBURBAN/ RESIDENTIAL = 4.5	(m2)	URBAN/ CENTRAL = 76.31 TRANSITION (URBAN/ SUBURBAN EDGE) = 76.31 SUBURBAN/ RESIDENTIAL = 92.87	(no. of units)	SHORT MEDIUM LONG	SHORT = 0.5 MEDIUM = 0.3 LONG = 0.3	(no. of spaces)	URBAN/ CENTRAL = 25 TRANSITION (URBAN/ SUBURBAN EDGE) = 25 SUBURBAN/ RESIDENTIAL = 25	(m2)	(no. of storeys)	(m2)	(no. of storeys)	(m2)	(m2)	(no. of storeys)	(m2)	(no. of storeys)		
UC01	LOW	N/A	4																						
UC02	HIGH	UC02-A	3	7-8	URBAN/ CENTRAL	626	9.75	6104	76.31	80	SHORT	0.5	40	25	1000	1.6							11		
UC03	MEDIUM	UC03-A	4	7-8	URBAN/ CENTRAL	602	9.75	5870	76.31	77	SHORT	0.5	38	25	961	1.6								11	
		UC03-B	4	7-8	URBAN/ CENTRAL	507	9.75	4943	76.31	65	SHORT	0.5	32	25	810	1.6								11	
		UC03-C	5	7-8	URBAN/ CENTRAL	1316	9.75	12831	76.31	168	SHORT	0.5	84	25	2102	1.6								11	
		UC03-D	2	7-8	URBAN/ CENTRAL	400	9.75	3900	76.31	51	SHORT	0.5	26	25	639	1.6								11	
		UC03-E	2	7-8	URBAN/ CENTRAL	400	9.75	3900	76.31	51	SHORT	0.5	26	25	639	1.6								11	
UC04	LOW / HIGH	UC04-A	0	5-6	TRANSITION (URBAN/ SUBURBAN EDGE)	480	6.75	3240	76.31	42	SHORT	0.5	21	25	531	1.1								8	
UC05	HIGH	UC05-A	0	5-6	TRANSITION (URBAN/ SUBURBAN EDGE)	3284	6.75	22167	76.31	290	SHORT	0.5	145	25	3631	1.1								8	
		UC05-B	3	5-6	TRANSITION (URBAN/ SUBURBAN EDGE)	1036	6.75	6993	76.31	92	MEDIUM	0.3	27	25	687	0.7								7	
		UC05-C	3	5-6	TRANSITION (URBAN/ SUBURBAN EDGE)	440	6.75	2970	76.31	39	MEDIUM	0.3	12	25	292	0.7								7	
UC06	HIGH	UC06-A	3	5-6	TRANSITION (URBAN/ SUBURBAN EDGE)	1441	6.75	9727	76.31	127	MEDIUM	0.3	38	25	956	0.7								7	
		UC06-B	0	5-6	TRANSITION (URBAN/ SUBURBAN EDGE)	529	6.75	3571	76.31	47	MEDIUM	0.3	14	25	351	0.7								7	
UC07	MEDIUM	UC07-A	3	5-6	TRANSITION (URBAN/ SUBURBAN EDGE)	4581	6.75	30922	76.31	405	SHORT/ MEDIUM	0.4	162	25	4052	0.9	6874	3	20622					11	
		UC07-B	3	5-6	TRANSITION (URBAN/ SUBURBAN EDGE)	2486	6.75	16781	76.31	220	SHORT/ MEDIUM	0.4	88	25	2199	0.9								8	
		UC07-C	3	5-6	TRANSITION (URBAN/ SUBURBAN EDGE)	2168	6.75	14634	76.31	192	SHORT/ MEDIUM	0.4	77	25	1918	0.9								8	
		UC07-D	2	5-6	TRANSITION (URBAN/ SUBURBAN EDGE)	757	6.75	5110	76.31	67	MEDIUM	0.3	20	25	502	0.7	1853	1	1853					8	
		UC07-E	9	5-6	TRANSITION (URBAN/ SUBURBAN EDGE)	2187	6.75	14762	76.31	193	MEDIUM	0.3	58	25	1451	0.7	758	1	758					8	
		UC07-F	3	5-6	TRANSITION (URBAN/ SUBURBAN EDGE)	554	6.75	3740	76.31	48	MEDIUM	0.3	15	25	368	0.7									7
		UC07-G	3	5-6	TRANSITION (URBAN/ SUBURBAN EDGE)	232	6.75	15066	76.31	197	SHORT/ MEDIUM	0.4	79	25	1974	0.9									8
		UC07-H	3	5-6	TRANSITION (URBAN/ SUBURBAN EDGE)	1123	6.75	7580	76.31	99	SHORT/ MEDIUM	0.4	40	25	993	0.9									8
		UC07-I	3	5-6	TRANSITION (URBAN/ SUBURBAN EDGE)	1386	6.75	9356	76.31	123	SHORT/ MEDIUM	0.4	49	25	1226	0.9	1001	1	1001					9	
UC08	MEDIUM	UC08-B	2	5-6	TRANSITION (URBAN/ SUBURBAN EDGE)	746	6.75	5036	76.31	66	LONG	0.3	20	25	495	0.7	1395	1	1395					8	
		UC08-C	2	5-6	TRANSITION (URBAN/ SUBURBAN EDGE)	1658	6.75	11192	76.31	147	LONG	0.3	44	25	1100	0.7	2542	1	2542					8	
		UC09-A	2	5-6	TRANSITION (URBAN/ SUBURBAN EDGE)																1516	8.25	12507	8	
UC10	MEDIUM	UC10-A	3	5-6	TRANSITION (URBAN/ SUBURBAN EDGE)	3563	6.75	24050	76.31	315	SHORT	0.5	158	25	3940	1.1	6283	1	6283					9	
UC11	HIGH	UC11-A	2	5-6	TRANSITION (URBAN/ SUBURBAN EDGE)																			8	
		UC11-B	2	5-6	TRANSITION (URBAN/ SUBURBAN EDGE)																				8
		UC11-C	2	5-6	TRANSITION (URBAN/ SUBURBAN EDGE)	1024	6.75	6912	76.31	91	MEDIUM/ LONG	0.3	27	25	679	0.7								7	
		UC11-D	2	5-6	TRANSITION (URBAN/ SUBURBAN EDGE)	1396	6.75	9423	76.31	123	MEDIUM/ LONG	0.3	37	25	926	0.7								7	
		UC11-E	2	5-6	TRANSITION (URBAN/ SUBURBAN EDGE)	902	6.75	6089	76.31	80	MEDIUM/ LONG	0.3	24	25	598	0.7								7	
		UC11-F	0	5-6	TRANSITION (URBAN/ SUBURBAN EDGE)	1022	6.75	6899	76.31	90	MEDIUM/ LONG	0.3	27	25	678	0.7								7	
		UC11-G	0	5-6	TRANSITION (URBAN/ SUBURBAN EDGE)	368	6.75	2484	76.31	33	MEDIUM/ LONG	0.3	10	25	244	0.7								7	
		UC11-H	0	5-6	TRANSITION (URBAN/ SUBURBAN EDGE)	1073	6.75	7243	76.31	95	MEDIUM/ LONG	0.3	28	25	712	0.7								7	
UC12	LOW / HIGH	N/A	5																						
		UC13-A	2	5-6	TRANSITION (URBAN/ SUBURBAN EDGE)	631	6.75	4259	76.31	56	SHORT	0.5	28	25	698	1.1								8	
UC13	LOW / HIGH	UC13-B	2	5-6	TRANSITION (URBAN/ SUBURBAN EDGE)	941	6.75	6352	76.31	83	LONG	0.3	25	25	624	0.7								7	
		UC13-C	2	5-6	TRANSITION (URBAN/ SUBURBAN EDGE)	629	6.75	4246	76.31	56	LONG	0.3	17	25	417	0.7								7	
UC14	LOW	N/A	2																						
UC15	HIGH	UC15-A	0	1-2	SUBURBAN/ RESIDENTIAL	475	4.5	2138	92.87	23	MEDIUM	0.3	7	25	173	0.4								5	
		UC15-B	0	1-2	SUBURBAN/ RESIDENTIAL	422	4.5	1899	92.87	20	MEDIUM	0.3	6	25	153	0.4								5	
		UC15-C	0	1-2	SUBURBAN/ RESIDENTIAL	422	4.5	1899	92.87	20	MEDIUM	0.3	6	25	153	0.4								5	
		UC15-D	0	1-2	SUBURBAN/ RESIDENTIAL	422	4.5	1899	92.87	20	MEDIUM	0.3	6	25	153	0.4								5	
		UC15-E	0	1-2	SUBURBAN/ RESIDENTIAL	422	4.5	1899	92.87	20	MEDIUM	0.3	6	25	153	0.4								5	
		UC15-F	0	1-2	SUBURBAN/ RESIDENTIAL	422	4.5	1899	92.87	20	MEDIUM	0.3	6	25	153	0.4								5	
		UC15-G	0	1-2	SUBURBAN/ RESIDENTIAL	422	4.5	1899	92.87	20	MEDIUM	0.3	6	25	153	0.4								5	
		UC15-H	0	1-2	SUBURBAN/ RESIDENTIAL	422	4.5	1899	92.87	20	MEDIUM	0.3	6	25	153	0.4								5	
UC16	LOW	N/A	2																						
UC17	HIGH	UC17-A	0	5-6	TRANSITION (URBAN/ SUBURBAN EDGE)	2375	6.75	16031	76.31	210	MEDIUM	0.3	63	25	1576	0.7								7	
UC18	HIGH	UC18-A	0	7-8	URBAN/ CENTRAL	1353	9.75	13192	76.31	173	LONG	0.3	52	25	1297	1.0				1353	1	1353		12	
UC19	HIGH	UC19-A	0	5-6	TRANSITION (URBAN/ SUBURBAN EDGE)	615	6.75	4151	76.31	54	MEDIUM/ LONG	0.3	16	25	408	0.7								7	
		UC19-B	0	5-6	TRANSITION (URBAN/ SUBURBAN EDGE)	845	6.75	5704	76.31	75	MEDIUM/ LONG	0.3	22	25	561	0.7								7	
		UC19-C	0	1-2	SUBURBAN/ RESIDENTIAL	528	4.5	2376	92.87	26	MEDIUM/ LONG	0.3	8	25	192	0.4								5	
		UC19-D	0	1-2	SUBURBAN/ RESIDENTIAL	456	4.5	2052	92.87	22	MEDIUM/ LONG	0.3	7	25	166	0.4								5	
		UC19-E	0	1-2	SUBURBAN/ RESIDENTIAL	586	4.5	2637	92.87	28	MEDIUM/ LONG	0.3	9	25	213	0.4								5	
		UC19-F	0	5-6	TRANSITION (URBAN/ SUBURBAN EDGE)	576	6.75	3888	76.31	51	MEDIUM/ LONG	0.3	15	25	382	0.7								7	
		UC20	HIGH	UC20-A	0	7-8	URBAN/ CENTRAL															454	11.25	5107.5	11
UC21	HIGH	UC21-A	2																						
		UC21-B	0	1-2	SUBURBAN/ RESIDENTIAL	513	4.5	2309	92.87	25	LONG	0.3	7	25	186										

7.0 URBAN CAPACITY STUDY RESULTS

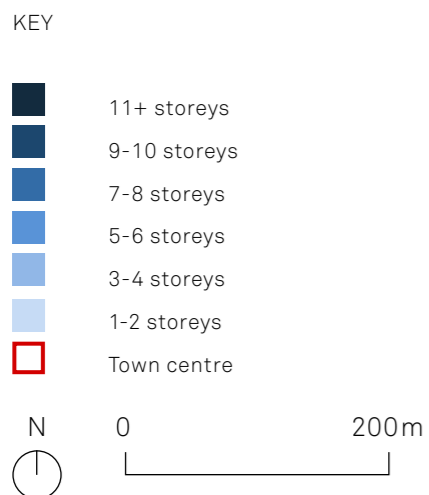
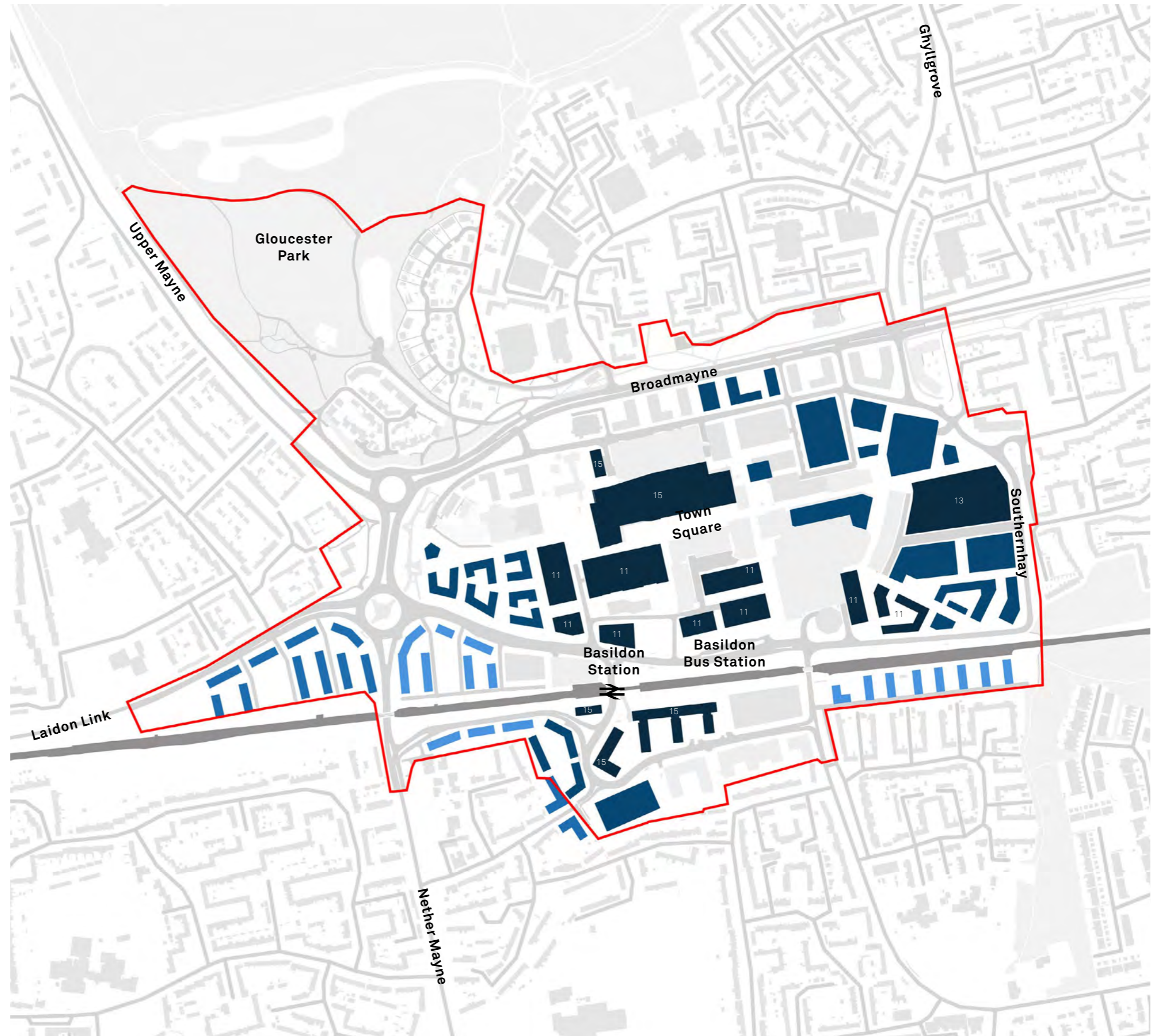
Building Height Scenarios: Scenario C - Baseline +100%

Scenario C adds an uplift of 100% to the existing prevailing height (baseline scenario A) within each site.

This provides a total of around 7,800 homes across all Basildon Town Centre sites.

The prevailing building heights associated with this scenario range from 5-6 storeys up to 15 storeys.

Scenario C also provides 35,770sqm of retail space and 74,480sqm of workspace.



7.0 URBAN CAPACITY STUDY RESULTS

Optimizing Capacity: Scenario D

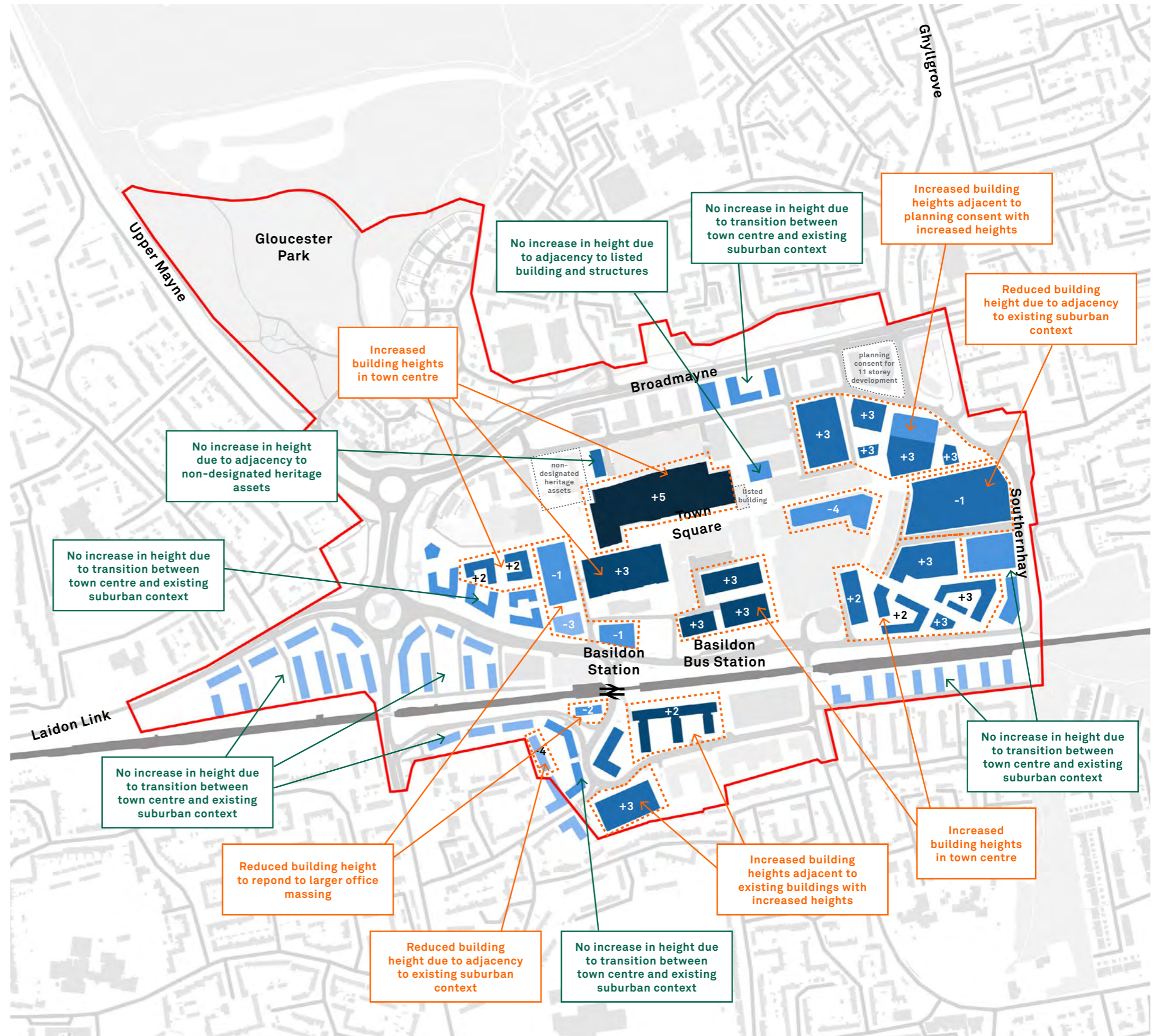
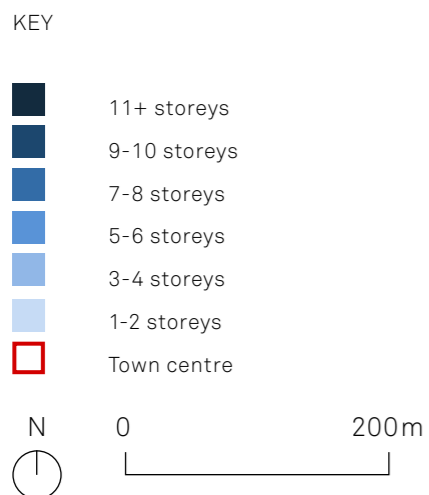
This scenario test applies a refined judgement based on site-by-site factors to illustrate a preferred development option scenario for Basildon Town Centre, informed by the Basildon Town Centre Regeneration Framework 2020, current development context and a design-led approach.

This scenario incorporates finer grain consideration for a number of factors, including:

- Environmental constraints and physical characteristics of the site, including physical buffers created by infrastructure
- Heritage sensitivities
- Consideration for new developments currently under construction, developments with extant planning permission and development proposals submitted for planning or at pre-app stage.

All scenarios require review in relation to associated social and green infrastructure provision. As density increases, requirements for open space and social infrastructure will also increase. It is assumed that this provision can be reconciled via a combination of on plot and off site provision.

The adjacent diagram illustrates amendments to Scenario A in response to the finer grain factors explained above, alongside reaching the target 4,500 homes.



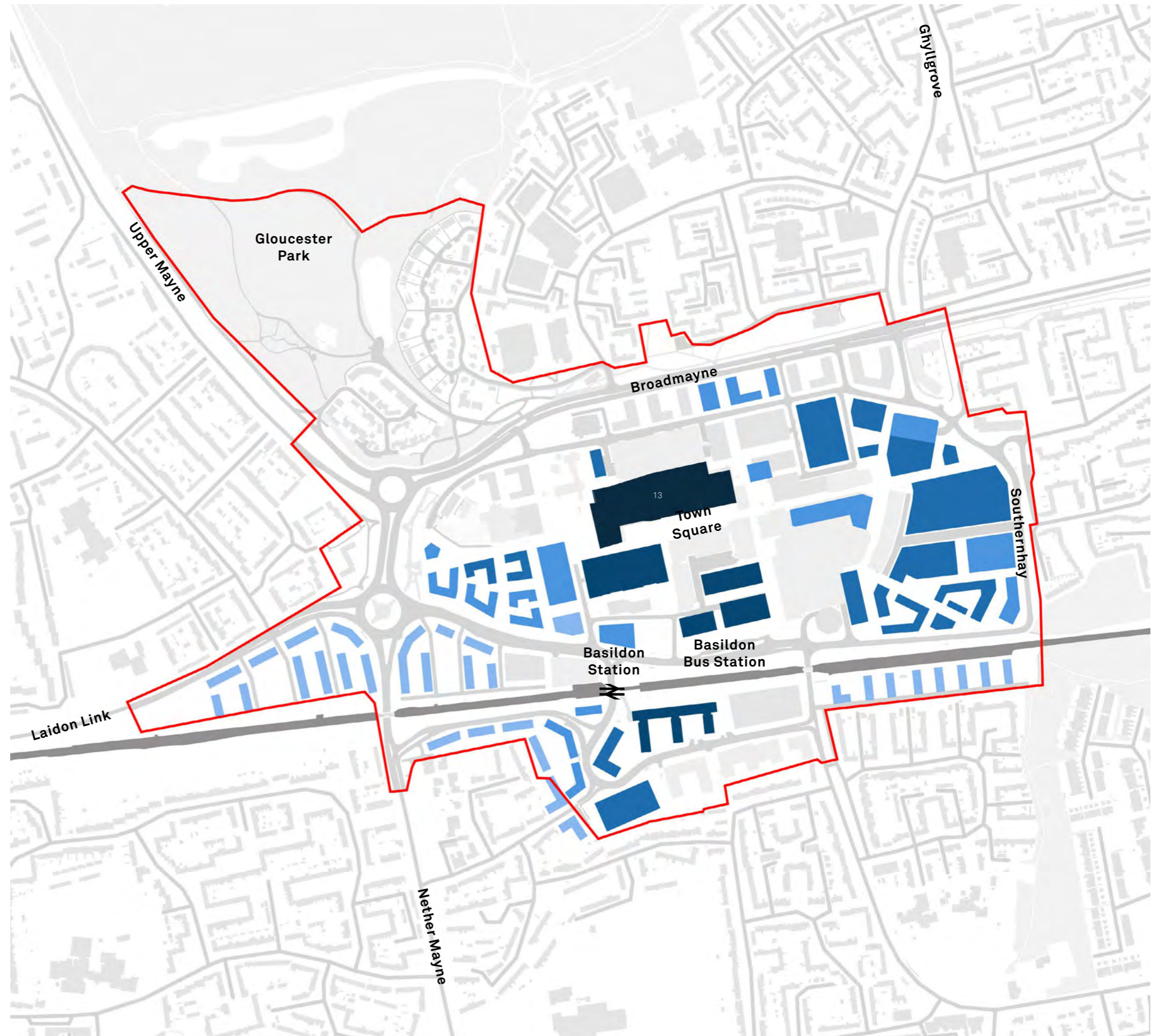
7.0 URBAN CAPACITY STUDY RESULTS

Optimizing Capacity: Scenario D

Scenario D provides a total of around 4,500 homes across all Basildon Town Centre sites.

The prevailing building heights associated with this scenario range from 3-4 storeys up to 13 storeys.

Scenario C also provides 35,770sqm of retail space and 31,996sqm of workspace.



7.0
URBAN CAPACITY
STUDY RESULTS

Optimizing Capacity:
Scenario D

KEY

	Residential calculations
	Car parking for residential calculations
	Other uses within residential buildings calculations
	Other uses calculations (standalone buildings)
	Final building height
	Total residential units
	Amendments to Scenario A

URBAN CAPACITY SITE	PRIORITY	BUILDING CODE	EXISTING HEIGHTS	ZONAL PREVAILING HEIGHTS	URBAN CATEGORY	RESI TYPICAL FLOOR AREA	RESI STOREY MULTIPLIER	RESI AREA TOTAL	RESI UNITS MULTIPLIER	RESI UNITS TOTAL	PHASE CATEGORY	CAR PARKING SPACE MULTIPLIER	CAR PARKING SPACE REQUIREMENT	CAR PARKING AREA MULTIPLIER	CAR PARKING AREA REQUIREMENT TOTAL	CAR PARKING STOREYS	TOWN CENTRE APPROPRIATE FLOOR AREA (RETAIL FOCUSED)	TOWN CENTRE APPROPRIATE STOREY MULTIPLIER (RETAIL FOCUSED)	TOWN CENTRE APPROPRIATE AREA TOTAL (RETAIL FOCUSED)	WORKSPACE TYPICAL FLOOR AREA TOTAL	WORKSPACE STOREY MULTIPLIER	WORKSPACE AREA TOTAL	FINAL BUILDING HEIGHT		
			(no. of storeys)	(no. of storeys)	URBAN/ CENTRAL TRANSITION (URBAN/ SUBURBAN EDGE) SUBURBAN/ RESIDENTIAL	(m2)	URBAN/ CENTRAL = 6.5 TRANSITION (URBAN/ SUBURBAN EDGE) = 4.5 SUBURBAN/ RESIDENTIAL = 3	(m2)	URBAN/ CENTRAL = 76.31 TRANSITION (URBAN/ SUBURBAN EDGE) = 76.31 SUBURBAN/ RESIDENTIAL = 92.87	(no. of units)	SHORT MEDIUM LONG	SHORT = 0.5 MEDIUM = 0.3 LONG = 0.3	(no. of spaces)	URBAN/ CENTRAL = 25 TRANSITION (URBAN/ SUBURBAN EDGE) = 25 SUBURBAN/ RESIDENTIAL = 25	(m2)	(no. of storeys)	(m2)	(no. of storeys)	(m2)	(m2)	(no. of storeys)	(m2)	(no. of storeys)		
UC01	LOW	N/A	4																						
UC02	HIGH	UC02-A	3	7-8	URBAN/ CENTRAL	626	6.5	4069	76.31	53	SHORT	0.5	27	25	667	1.1							8		
UC03	MEDIUM	UC03-A	4	7-8	URBAN/ CENTRAL	602	9	5418	76.31	71	SHORT	0.5	35	25	887	1.5								13	
		UC03-B	4	7-8	URBAN/ CENTRAL	507	9	4563	76.31	60	SHORT	0.5	30	25	747	1.5								13	
		UC03-C	5	7-8	URBAN/ CENTRAL	1316	9	11844	76.31	155	SHORT	0.5	78	25	1940	1.5								13	
		UC03-D	2	7-8	URBAN/ CENTRAL	400	9	3600	76.31	47	SHORT	0.5	24	25	590	1.5								13	
		UC03-E	2	7-8	URBAN/ CENTRAL	400	9	3600	76.31	47	SHORT	0.5	24	25	590	1.5								13	
UC04	LOW / HIGH	UC04-A	0	5-6	TRANSITION (URBAN/ SUBURBAN EDGE)	480	4.5	2160	76.31	28	SHORT	0.5	14	25	354	0.7								5	
UC05	HIGH	UC05-A	0	5-6	TRANSITION (URBAN/ SUBURBAN EDGE)	3284	7	22988	76.31	301	SHORT	0.5	151	25	3766	1.1								8	
		UC05-B	3	5-6	TRANSITION (URBAN/ SUBURBAN EDGE)	1036	7	7252	76.31	95	MEDIUM	0.3	29	25	713	0.7								8	
		UC05-C	3	5-6	TRANSITION (URBAN/ SUBURBAN EDGE)	440	7	3080	76.31	40	MEDIUM	0.3	12	25	303	0.7								8	
UC06	HIGH	UC06-A	3	5-6	TRANSITION (URBAN/ SUBURBAN EDGE)	1441	7	10087	76.31	132	MEDIUM	0.3	40	25	991	0.7								8	
		UC06-B	0	5-6	TRANSITION (URBAN/ SUBURBAN EDGE)	529	7	3703	76.31	49	MEDIUM	0.3	15	25	364	0.7								8	
UC07	MEDIUM	UC07-A	3	5-6	TRANSITION (URBAN/ SUBURBAN EDGE)	4581	3.5	16034	76.31	210	SHORT/ MEDIUM	0.4	84	25	2101	0.5	6874	3	20622					7	
		UC07-B	3	5-6	TRANSITION (URBAN/ SUBURBAN EDGE)	2486	7	17402	76.31	228	SHORT/ MEDIUM	0.4	91	25	2280	0.9								8	
		UC07-C	3	5-6	TRANSITION (URBAN/ SUBURBAN EDGE)	2168	4.5	9756	76.31	128	SHORT/ MEDIUM	0.4	51	25	1278	0.6								5	
		UC07-D	2	5-6	TRANSITION (URBAN/ SUBURBAN EDGE)	757	6	4542	76.31	60	MEDIUM	0.3	18	25	446	0.6	1853	1	1853					8	
		UC07-E	9	5-6	TRANSITION (URBAN/ SUBURBAN EDGE)	2187	6	13122	76.31	172	MEDIUM	0.3	52	25	1290	0.6	758	1	758					8	
		UC07-F	3	5-6	TRANSITION (URBAN/ SUBURBAN EDGE)	534	7	3878	76.31	51	MEDIUM	0.3	15	25	381	0.7								8	
		UC07-G	3	5-6	TRANSITION (URBAN/ SUBURBAN EDGE)	232	7	15624	76.31	205	SHORT/ MEDIUM	0.4	82	25	2047	0.9								8	
		UC07-H	3	5-6	TRANSITION (URBAN/ SUBURBAN EDGE)	1123	4.5	5054	76.31	66	SHORT/ MEDIUM	0.4	26	25	662	0.6								5	
UC08	MEDIUM	UC08-A	3	5-6	TRANSITION (URBAN/ SUBURBAN EDGE)	1386	7	9702	76.31	127	SHORT/ MEDIUM	0.4	51	25	1271	0.9	1001	1	1001					9	
		UC08-B	2	5-6	TRANSITION (URBAN/ SUBURBAN EDGE)	746	7	5222	76.31	68	LONG	0.3	21	25	513	0.7	1395	1	1395				9		
		UC08-C	2	5-6	TRANSITION (URBAN/ SUBURBAN EDGE)	1658	7	11606	76.31	152	LONG	0.3	46	25	1141	0.7	2542	1	2542				9		
UC09	LOW / HIGH	UC09-A	2	5-6	TRANSITION (URBAN/ SUBURBAN EDGE)															1516	5	7580	5		
UC10	MEDIUM	UC10-A	3	5-6	TRANSITION (URBAN/ SUBURBAN EDGE)	3563	7	24941	76.31	327	SHORT	0.5	163	25	4085	1.1	6283	1	6283				9		
UC11	HIGH	UC11-A	2	5-6	TRANSITION (URBAN/ SUBURBAN EDGE)																			5	
		UC11-B	2	5-6	TRANSITION (URBAN/ SUBURBAN EDGE)																				3
		UC11-C	2	5-6	TRANSITION (URBAN/ SUBURBAN EDGE)	1024	6	6144	76.31	81	MEDIUM/ LONG	0.3	24	25	604	0.6								7	
		UC11-D	2	5-6	TRANSITION (URBAN/ SUBURBAN EDGE)	1396	4.5	6282	76.31	82	MEDIUM/ LONG	0.3	25	25	617	0.4								7	
		UC11-E	2	5-6	TRANSITION (URBAN/ SUBURBAN EDGE)	902	6	5412	76.31	71	MEDIUM/ LONG	0.3	21	25	532	0.6								5	
		UC11-F	0	5-6	TRANSITION (URBAN/ SUBURBAN EDGE)	1022	4.5	4599	76.31	60	MEDIUM/ LONG	0.3	18	25	452	0.4								5	
		UC11-G	0	5-6	TRANSITION (URBAN/ SUBURBAN EDGE)	368	4.5	1656	76.31	22	MEDIUM/ LONG	0.3	7	25	163	0.4								5	
		UC11-H	0	5-6	TRANSITION (URBAN/ SUBURBAN EDGE)	1073	4.5	4829	76.31	63	MEDIUM/ LONG	0.3	19	25	475	0.4								5	
UC12	LOW	N/A	5																						
UC13	LOW / HIGH	UC13-A	2	5-6	TRANSITION (URBAN/ SUBURBAN EDGE)	631	4.5	2840	76.31	37	SHORT	0.5	19	25	465	0.7								5	
		UC13-B	2	5-6	TRANSITION (URBAN/ SUBURBAN EDGE)	941	4.5	4235	76.31	55	LONG	0.3	17	25	416	0.4							5		
		UC13-C	2	5-6	TRANSITION (URBAN/ SUBURBAN EDGE)	629	4.5	2831	76.31	37	LONG	0.3	11	25	278	0.4							5		
UC14	LOW	N/A	2																						
UC15	HIGH	UC15-A	0	1-2	SUBURBAN/ RESIDENTIAL	475	3	1425	92.87	15	MEDIUM	0.3	5	25	115	0.2								3	
		UC15-B	0	1-2	SUBURBAN/ RESIDENTIAL	422	3	1266	92.87	14	MEDIUM	0.3	4	25	102	0.2								3	
		UC15-C	0	1-2	SUBURBAN/ RESIDENTIAL	422	3	1266	92.87	14	MEDIUM	0.3	4	25	102	0.2								3	
		UC15-D	0	1-2	SUBURBAN/ RESIDENTIAL	422	3	1266	92.87	14	MEDIUM	0.3	4	25	102	0.2								3	
		UC15-E	0	1-2	SUBURBAN/ RESIDENTIAL	422	3	1266	92.87	14	MEDIUM	0.3	4	25	102	0.2								3	
		UC15-F	0	1-2	SUBURBAN/ RESIDENTIAL	422	3	1266	92.87	14	MEDIUM	0.3	4	25	102	0.2								3	
		UC15-G	0	1-2	SUBURBAN/ RESIDENTIAL	422	3	1266	92.87	14	MEDIUM	0.3	4	25	102	0.2								3	
		UC15-H	0	1-2	SUBURBAN/ RESIDENTIAL	422	3	1266	92.87	14	MEDIUM	0.3	4	25	102	0.2								3	
UC16	LOW	N/A	2																						
UC17	HIGH	UC17-A	0	5-6	TRANSITION (URBAN/ SUBURBAN EDGE)	2375	7	16625	76.31	218	MEDIUM	0.3	65	25	1634	0.7								8	
UC18	HIGH	UC18-A	0	7-8	URBAN/ CENTRAL	1353	6.5	8795	76.31	115	LONG	0.3	35	25	864	0.6				1353	1	1353		8	
UC19	HIGH	UC19-A	0	5-6	TRANSITION (URBAN/ SUBURBAN EDGE)	615	4.5	2768	76.31	36	MEDIUM/ LONG	0.3	11	25	272	0.4								5	
		UC19-B	0	5-6	TRANSITION (URBAN/ SUBURBAN EDGE)	845	4.5	3803	76.31	50	MEDIUM/ LONG	0.3	15	25	374	0.4								5	
		UC19-C	0	1-2	SUBURBAN/ RESIDENTIAL	528	3	1584	92.87	17	MEDIUM/ LONG	0.3	5	25	128	0.2								3	
		UC19-D	0	1-2	SUBURBAN/ RESIDENTIAL	456	3	1368	92.87	15	MEDIUM/ LONG	0.3	4	25	110	0.2								3	
		UC19-E	0	1-2	SUBURBAN/ RESIDENTIAL	586	3	1758	92.87	19	MEDIUM/ LONG	0.3	6	25	142	0.2								3	
		UC19-F	0	5-6	TRANSITION (URBAN/ SUBURBAN EDGE)	576	3	1728	76.31	23	MEDIUM/ LONG	0.3	7	25	170	0.3								3	
		UC19-G	0	5-6	TRANSITION (URBAN/ SUBURBAN EDGE)																				3
UC20	HIGH	UC20-A	0	7-8	URBAN/ CENTRAL															454	6	2724	6		
UC21	HIGH	UC21-A	2																						
		UC21-B	0	1-2	SUBURBAN/ RESIDENTIAL	513	3	15																	

7.0 URBAN CAPACITY STUDY RESULTS

Optimizing Capacity: Scenario D

An illustrative massing for Scenario D is provided on the right. This provides a high-level indication of the nature of development which might come forward on the capacity testing sites to achieve a total of approximately 4,500 homes across Basildon Town Centre.



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