

Capacity Assessment

Traveller Local Plan Evidence Base



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Document Issue Register

Revision	Issue Date	Purpose
A	12/05/25	Initial draft
B	08/08/25	Second draft
C	13/08/25	Final draft

Contents

0.01	Executive Summary	1
1.00	Scope	2
1.01	Policy and Guidance	3
1.02	Precedents	4
2.00	Site Wide Design Brief	6
2.01	Permanent Pitch Brief	7
2.02	Transit Pitch Brief	8
3.00	Capacity Assessment - Ridgeway	10
4.00	Capacity Assessment - Bulls Cross	14
5.00	Capacity Assessment - A10	18

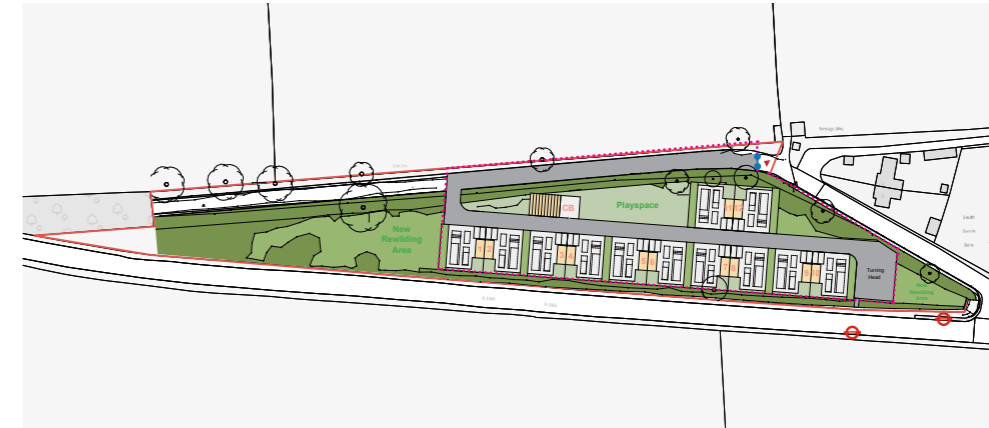
0.01 | Executive Summary

This report demonstrates the potential capacity of the proposed site allocations for the Enfield Traveller Local Plan. The findings are summarised here and explored further within the document.

Additionally, this report synthesises research into best practice guidance and precedents into design principles for sites that come forward in the plan and to inform capacity studies.

Site	Name	Type	Demonstrated Capacity
01	Ridgeway	Permanent	12 pitches
02	Bulls Cross	Permanent	8 pitches
03	A10	Transit	8 pitches (16no. caravan spaces)

Table 0.01 - summary



Site 01 - Ridgeway - 12 permanent pitches.



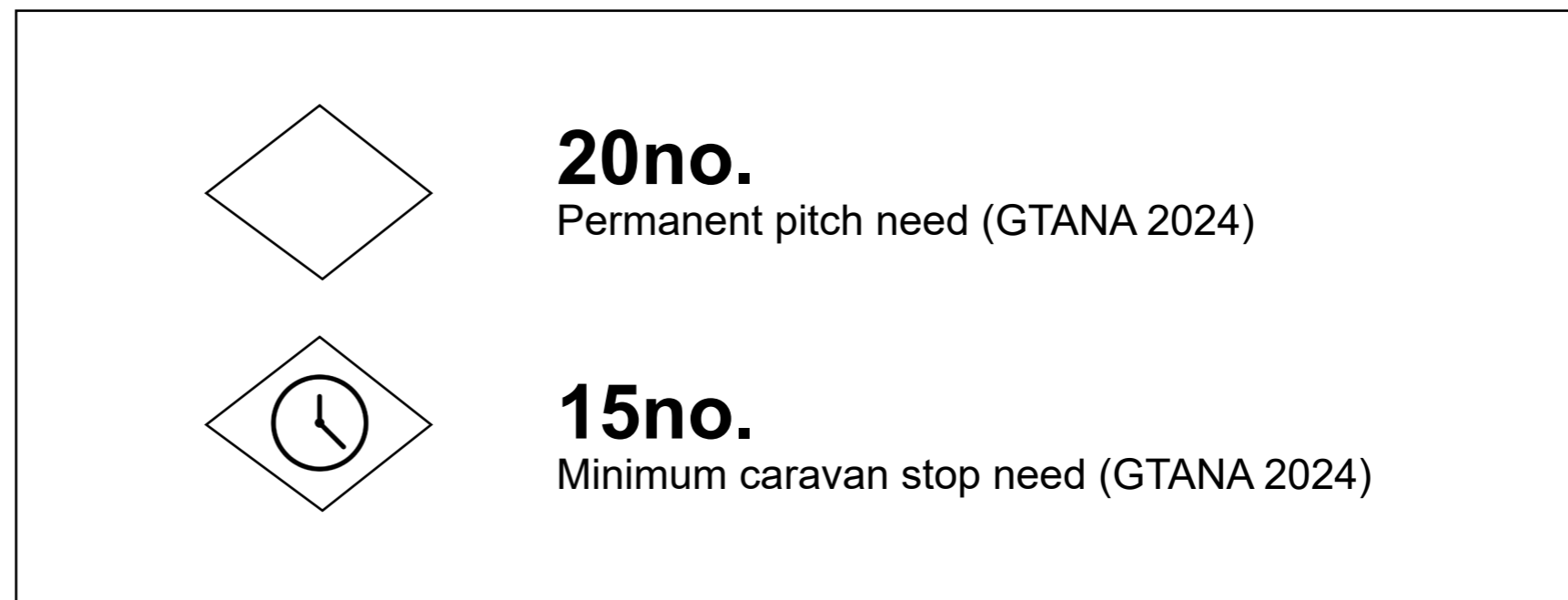
Site 02 - Bulls Cross - 8 permanent pitches.



Site 03 - A10 - 8 transit pitches (16 no. caravan spaces)

1.00 | Scope

- 1.1 This Capacity Assessment has been produced to test and inform the site capacities for the sites proposed for allocation in the Regulation 19 Traveller Local Plan. This is a high level, spatial analysis of each site and makes suggestions for the indicative capacity. Whilst this is a robust initial assessment of site capacity, further site specific work will need to be undertaken to refine the layouts and designs for future planning applications.
- 1.2 The three sites must be subject to further investigative work such as topographical surveys, tree and infrastructure surveys. This desktop study has informed the analysis of opportunities and constraints and the resultant outputs taken with this caveat.
- 1.3 The scope of this study is outlined below:
- 1.4 Analyse the capacity of two sites to meet the 5 year land supply need for **20 permanent pitches.**
- Site 1. Bulls Cross**
Site 2. Ridgeway
- 1.5 Analyse the capacity for a transit site to meet the need for a minimum of **15/16** caravans:
- Site 3. A10**
- As far as practical, this Capacity Assessment seeks to implement the design principles set out in Section 2.00 and in the Regulation 19 Draft Traveller Local Plan.
- 1.6 Create draft inset maps that illustrate the design principles for inclusion for each site. These are for inclusion for each site allocation proforma in the Reg 19 draft Traveller Local Plan.



1. Broadland Housing's Brooks Green site at Harford on the outskirts of Norwich.

1.01 | Policy and Guidance

- 1.7 There is a limited body of existing policy and guidance to inform design requirements for traveller site when compared to other housing types.
- 1.8 As referenced in the GTANA 2024 (para 8.2) the Gypsy and Traveller Accommodation Assessment Guidance (DCLG, 2007) and the Designing Gypsy and Traveller Sites - Good Practice Guidance (DCLG, 2008) have both been formally withdrawn, but still provide the best-guidance approach towards the assessment of pitch and plot needs, as well as spatial requirements. This study has used both documents as the basis of assessing site capacities. This study has used both documents as the basis of assessing site capacity.
- 1.9 Many sites have been successfully developed across the UK and a study of precedents has been undertaken to inform the dimensions and site requirements used in the capacity assessments. This is discussed further in the report. The precedents set out in Section 1.01 and 1.02 below have been sourced from the *Places we're proud of (2021)* report by the National Policy Advisory Panel.
- 1.10 An important constraint is fire separation between caravans on adjacent pitches. It is understood that a 6m separation distance is required between caravans on adjacent pitches.
- [Home Office: Fire safety risk assessment: sleeping accommodation \(accessible\) \(Sep 2023\)](#)
- Fire can spread rapidly between caravans and between tents, if they are too close. Safe separation distances between units should be applied, e.g. 6m spacing for park homes. Further guidance on caravan and tent fire precautions can be found in BS 5576, circular 14/89 Model Standards and BRE IP 15/91*
- 1.11 Overall, the capacity assessment has drawn on this guidance to make a reasonable estimate of site capacity.



Fig 1. London Plan 2021

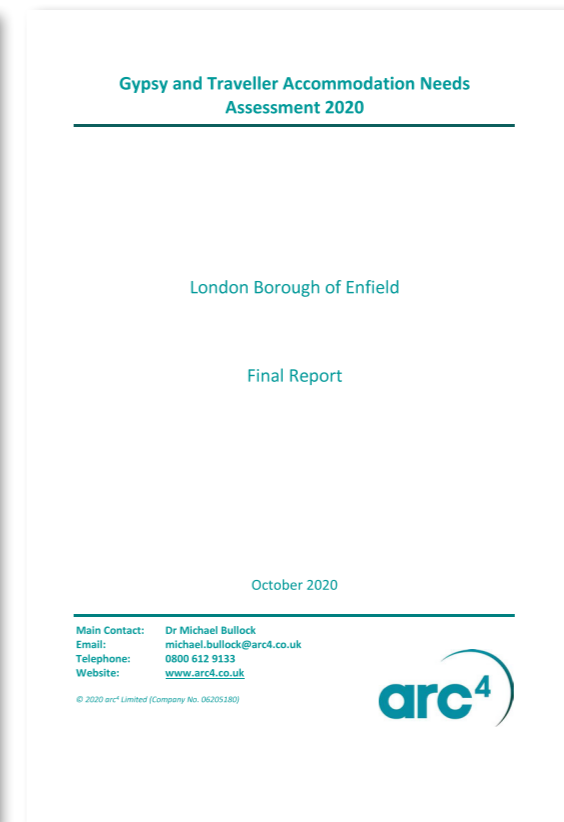


Fig 2. LBE GTANA 2020 + GTANA 2024 update

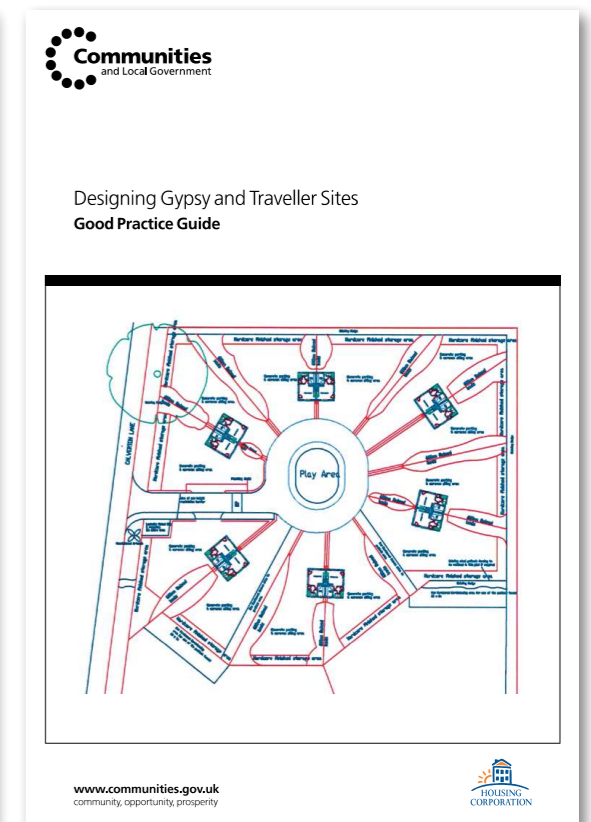


Fig 3. Designing Gypsy and Traveller Sites (2007)



Fig 4. GRT Planning Provision House of Commons Lib

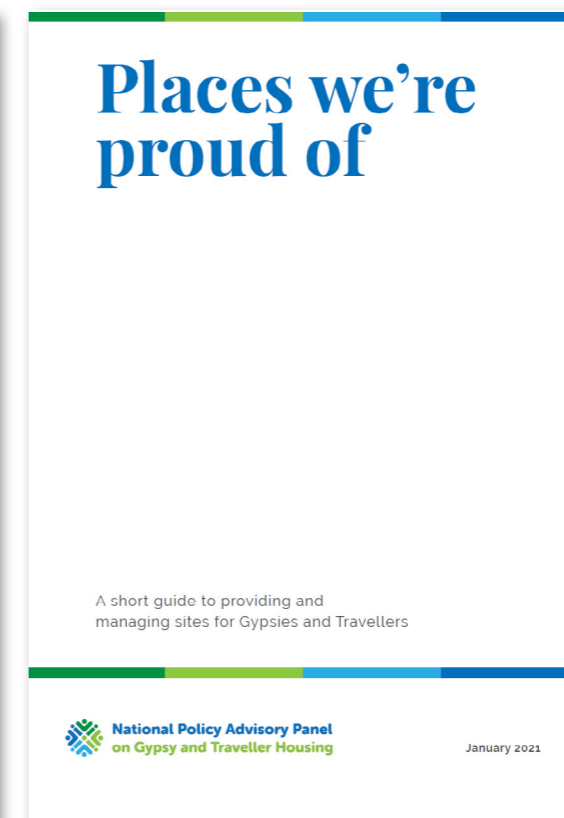


Fig 5. Places we are proud of (2021)

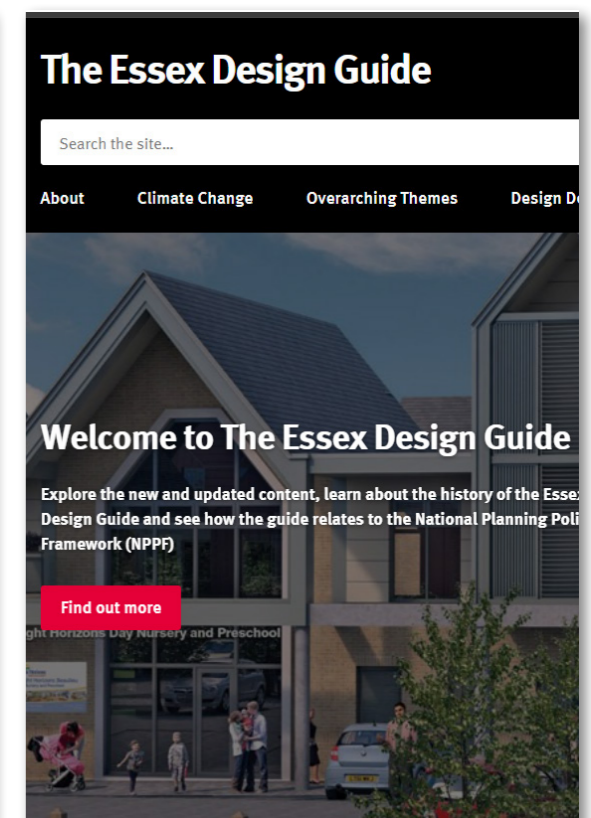


Fig 6. Essex Design Guide (2024)

1.02 | Best Practice Precedents

1.12 As there are no existing sites in Enfield the study refers to best practice examples elsewhere in England illustrated in the "Places we are proud of (2021)" report.

1.13 Three edge of settlement case studies are explored in this section. These set a high but achievable standard for the proposed sites in Enfield to meet and demonstrate that the guidance principles can be delivered.

1.14 These sites all demonstrate a successful design response to the edge of settlement condition to varying degrees of density.

1.15 The pitch sizes on the planning application drawings on "Lower Bristol Road, Bath" have been used as a template to inform the minimum pitch requirements for the capacity assessment.

Old Damson Lane, Solihull



1. Aerial View



2. Amenity Building

Key Information

- 11 pitches
- 1 timber clad amenity building split between two pitches.
- Fence demarcation between pitches
- Communal play area at centre of the site
- Managed by a housing association

Commentary

High quality scheme with good overlooking, demarcation and space. Well integrated into surrounding context.

Colchester, Essex



3. Aerial View



4. Amenity Building

Key Information

- 12 pitches
- Brick Built and weatherboard clad Amenity Buildings
- Fence demarcation between pitches
- Communal play area at centre of the site
- Council managed - with caretaker
- Follows layout in 2007 Guidance.

Commentary

High quality scheme with greenery, variety in materials and good management. Also has overlooked communal play facilities for children and traffic calming techniques.

Good access to trunk road, post box on front lawn.

Lower Bristol Road, Bath



5. Aerial View



6. General overview

Key Information

- 13 pitches
- Timber clad, green roofed amenity buildings
- Fence Demarcation
- No communal facilities
- Council managed

Commentary

Example of a more constrained site which balances number of pitches with privacy and security, High quality materials help the scheme blend in with its environment.

The planning application drawings have been taken as a template for the feasibility study pitch sizes.

1.03 | Challenging Precedents

- 1.16 Many traveller sites do not demonstrate best practice design quality. It is useful to understand common issues in order to avoid these in future proposals.
- 1.17 In each case, the importance of privacy and a secure boundary is noted. An area for improvement would be introducing lighting and greening to soften this edge.
- 1.18 These sites are generally dense compared to their edge of settlement counterparts and most likely do not meet the 6m separation requirement between caravans on different pitches. Therefore it is important that the transit pitches clearly demarcate pitches to enable this safety requirement to be met.
- 1.19 Greening is very limited on each of these examples and this examples, and this should be addressed on the sites to be delivered in Enfield.

Wallman Place, LB Haringey



1. Aerial View



2. Entrance to site

Key Information

- 6 pitches
- Brick Build Amenity Building per plot
- Fence Demarcation
- No communal facilities
- Council managed

Commentary

Very well connected location as it is in central Wood Green and adjacent to social infrastructure and public transport. Likely issues with 6m fire separation and overcrowding. Very limited greening.

Abbey Close, LB Hackney



3. Aerial View



1. Tottenham Hotspur

4. Entrance to site

Key Information

- 6 pitches
- Brick Build Amenity Building per plot
- Fence Demarcation
- No communal facilities
- Council managed

Commentary

Well connected location in Hackney Downs. However likely issues with 6m fire separation and overcrowding. Very limited greening.

2.00 | Site Wide Design Brief

This diagram illustrates, conceptually, the requirements for an ideal site. In practice, the shape of sites, their physical characteristics, access points and other factors will influence how these design principles are delivered on the ground. The design principles have been informed by the precedent studies and guidance explored in earlier sections of the study.

1. Communal Building

- Opens onto the street to invite interaction with public
- Space for social gatherings and outreach work
- Potential for a kitchen, WC and indoor space which opens onto the green. Final requirements would be subject to community need and funding.
- Sustainable construction
- Space for site manager / office within the building.

2. Communal Green

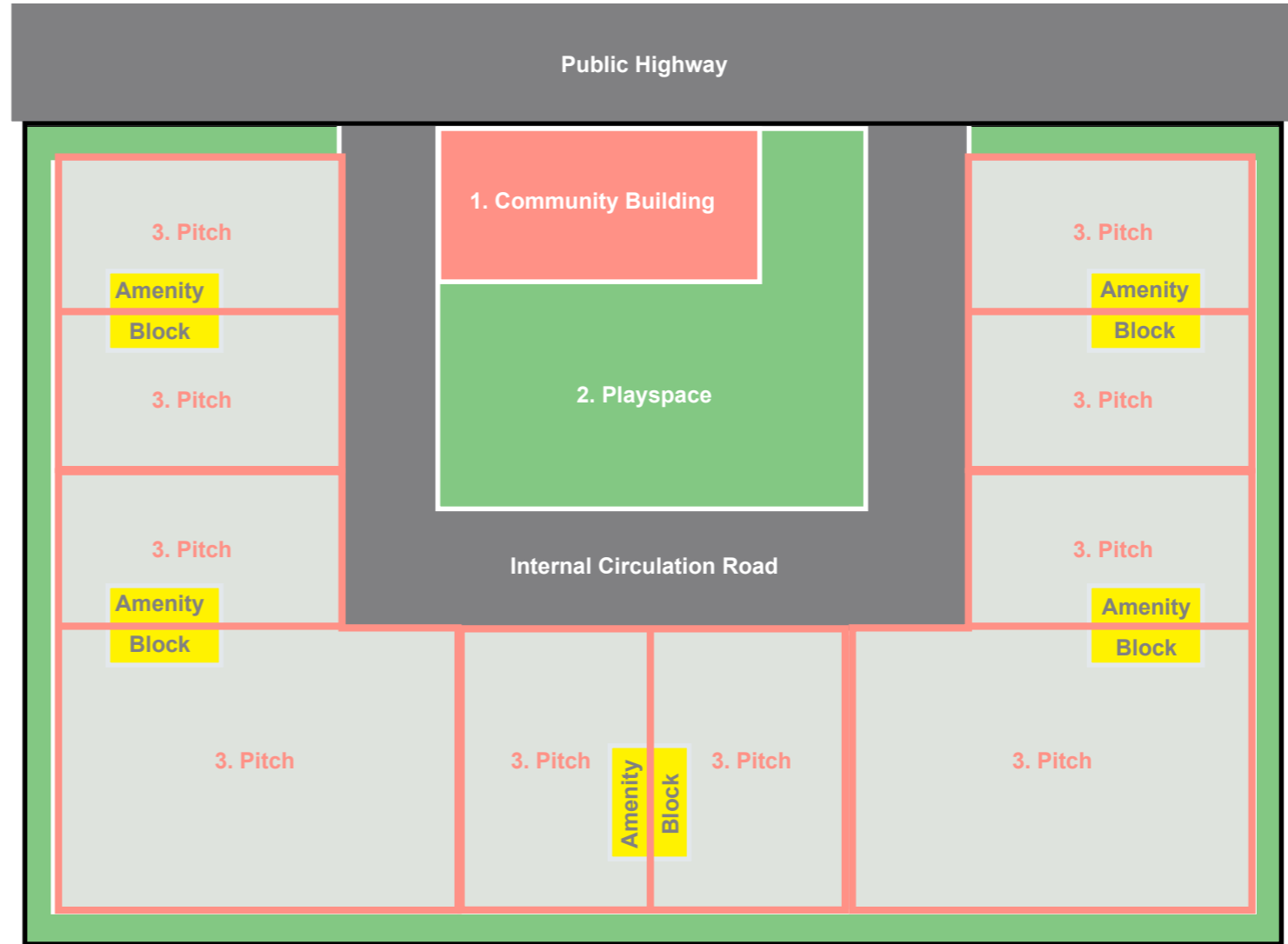
- Open green space
- Potential for SuDS and wild planting as well as open space
- Location of children play space
- Potential for allotments etc.

3. Permanent Pitches

- Space for touring caravan, mobile home and 2no. cars
- Private garden / yard space to rear
- Storage space
- Amenity Building with living room, kitchen, WC
- Sustainable construction and green roof
- Green border demarcating plot with potential for SuDS integration

4. General Features

- The site should not be located next to an industrial / undesirable location.
- Green buffers to street and site perimeter.
- Good lighting to access road.
- 6m wide internal road to allow for easy access, emergency vehicle access and refuse collection.
- Generally 10 pitches per site is the optimum number to support a harmonious community but this could increase or decrease by a small amount depending on the site specific context.
- Electric vehicle charging provision.
- Each pitch has personal postal address.



1. Diagram of an ideal site



Example of communal play area



Example of an Amenity Building



Clear, green boundaries treatments

2.01 | Permanent Pitch - Brief

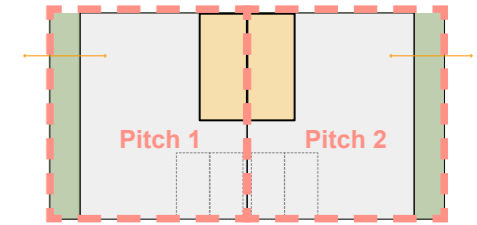
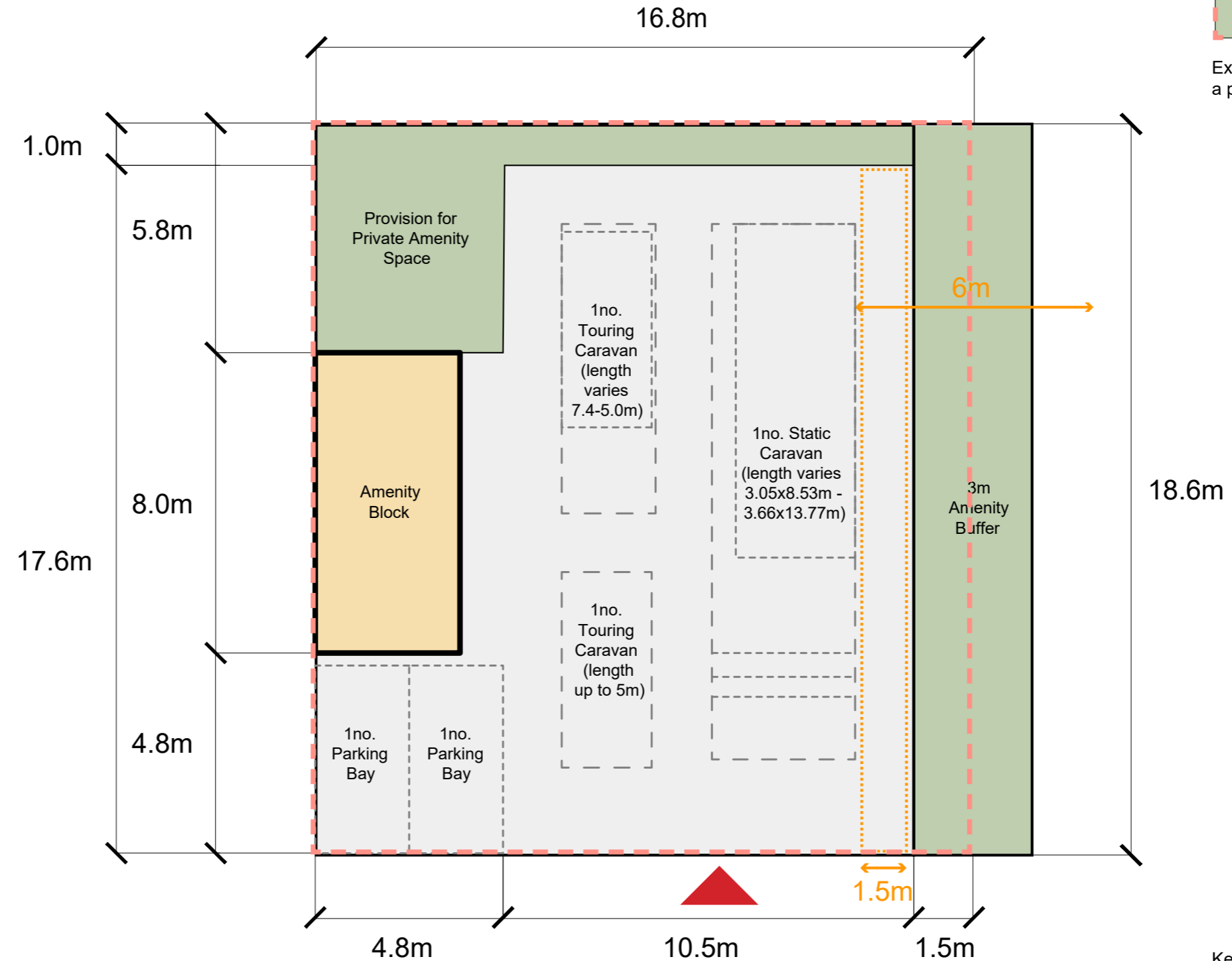
This diagram illustrates the assumptions used for each permanent site and pitch. This has been informed by the precedent studies and guidance explored earlier in the document and is subject to site conditions and requirements and does not illustrate a definitive universal solution.

Site

- Transferability between pitches for vehicles
- Horseshoe or circular layout of internal circulation
- More than one access point is preferable but not essential
- Adoptable standard of road finishes
- Adhere to secured by design principles
- Site manager office (potential for integration into the communal building)
- Potential controlled access to site via a gate
- Play area in a central overlooked area
- Maximise soft landscaping throughout
- Landscaped boundaries
- Play space / green space defined by the GLA playspace calculator
- Communal building may be required especially for an edge of settlement site

Pitch

- Approximately 312m² total area for each pitch
- Space for 1no. Mobile home - a range of sizes are allowed for in the diagram on this page as indicated by the dashed lines.
- Space for 2no. Touring caravan - a range of sizes are allowed for in the diagram on this page as indicated by the dashed lines.
- 1no. Amenity Block with a WC, utility room, kitchen and living room.
- Equipment shed
- Bike shed
- Provision for 2no parking spaces (2.4x4.8m)
- 6m distance from trailer to trailer between pitches
- Water supply in the amenity block and provision of an outside tap
- Electricity outlet
- Gas storage in utility
- Connected to a public sewer
- Hard standing for the vehicles
- Small garden / yard to rear of site
- Low level secure gate at pitch entrance
- Post box to front of pitch



Example of pitches operating as a pair

1. Indicative pitch requirements

Key

- ◀ Site entrance
- 6m Fire separation distance
- - - Pitch Boundary

2.02 | Transit Pitch - Brief

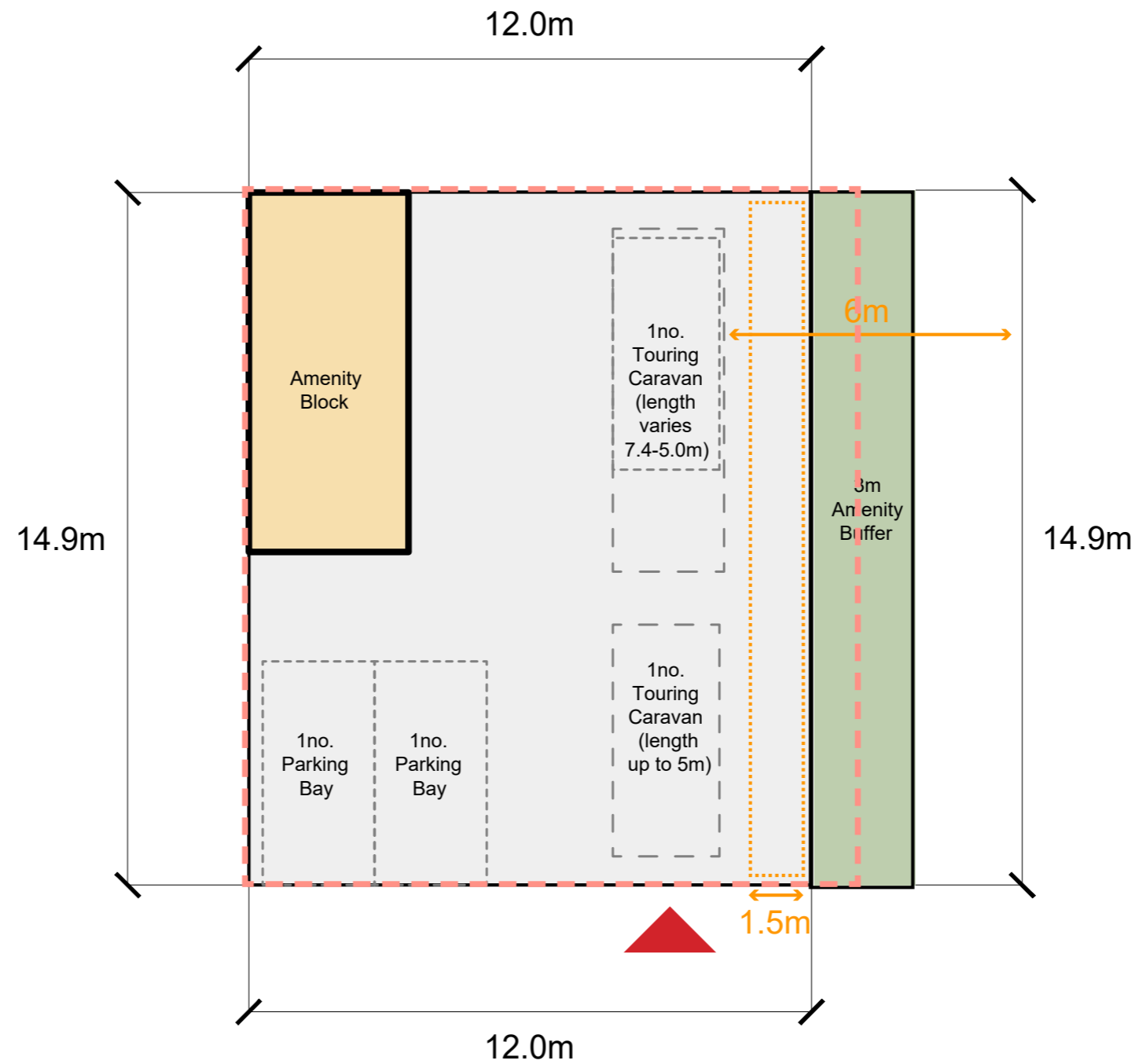
This diagram illustrates the assumptions used for each transit site and transit pitch. This has been informed by the precedent studies and guidance explored earlier in the document and is subject to site conditions and requirements and does not illustrate a definitive universal solution. The transit site pitch shares similarities with the permanent pitch but with more limited amenity due to the transitory nature of the occupation of the site.

Site

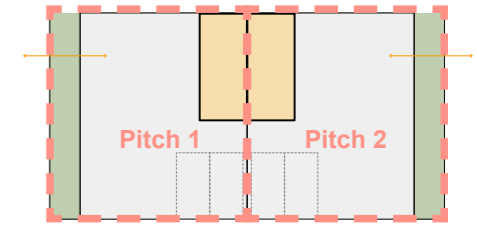
- Transferability between pitches for vehicles
- Horseshoe or circular layout
- More than one access point is preferable
- Adoptable standard of road finishes
- Adhere to secured by design principles
- Site manager office required to regulate access.
- Potential controlled access to site via a gate
- Play area in a central overlooked area
- Play space / green space defined by the GLA playspace calculator.
- Maximise soft landscaping throughout
- Landscaped boundaries

Pitch

- Approximately 180m² total area for each pitch
- Space for 2no. Touring caravan - a range of sizes are allowed for in the diagram on this page as indicated by the dashed lines.
- 1no. Amenity Block with a WC, utility room, kitchen and living room.
- Provision for 2no parking spaces (2.4x4.8m)
- 6m distance from trailer to trailer between pitches.
- Water supply in the amenity block and provision of an outside tap
- Electricity outlet
- Gas storage in utility
- Connected to a public sewer
- Hard standing for the vehicles
- Low level secure gate at pitch entrance



1. Indicative site requirements



Example of pitches operating as a pair

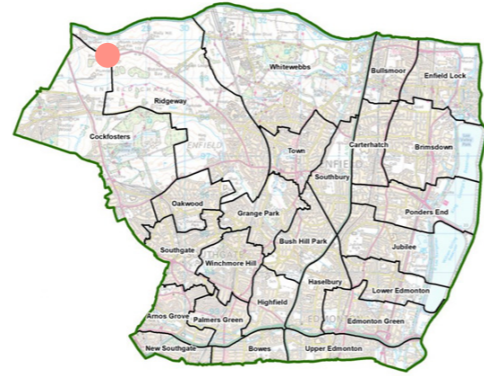
Key

- ◀ Site entrance
- 6m Fire separation distance
- - - Pitch Boundary

Capacity Assessment

3.00 | Ridgeway - Analysis





3.1 The site is located in the rural north west of Enfield directly adjacent to the Ridgeway. It consists of an overgrown triangular field, with mature boundary planting. There is gated access into the site from the north and east. The road and field



1. Borough Location Key



Key

-  Existing site entrances
-  Heavily overgrown perimeter
-  Existing road in poor condition
-  Bus stop



2. Aerial Site View



3.01 | Ridgeway - Analysis

3.2 Opportunities:

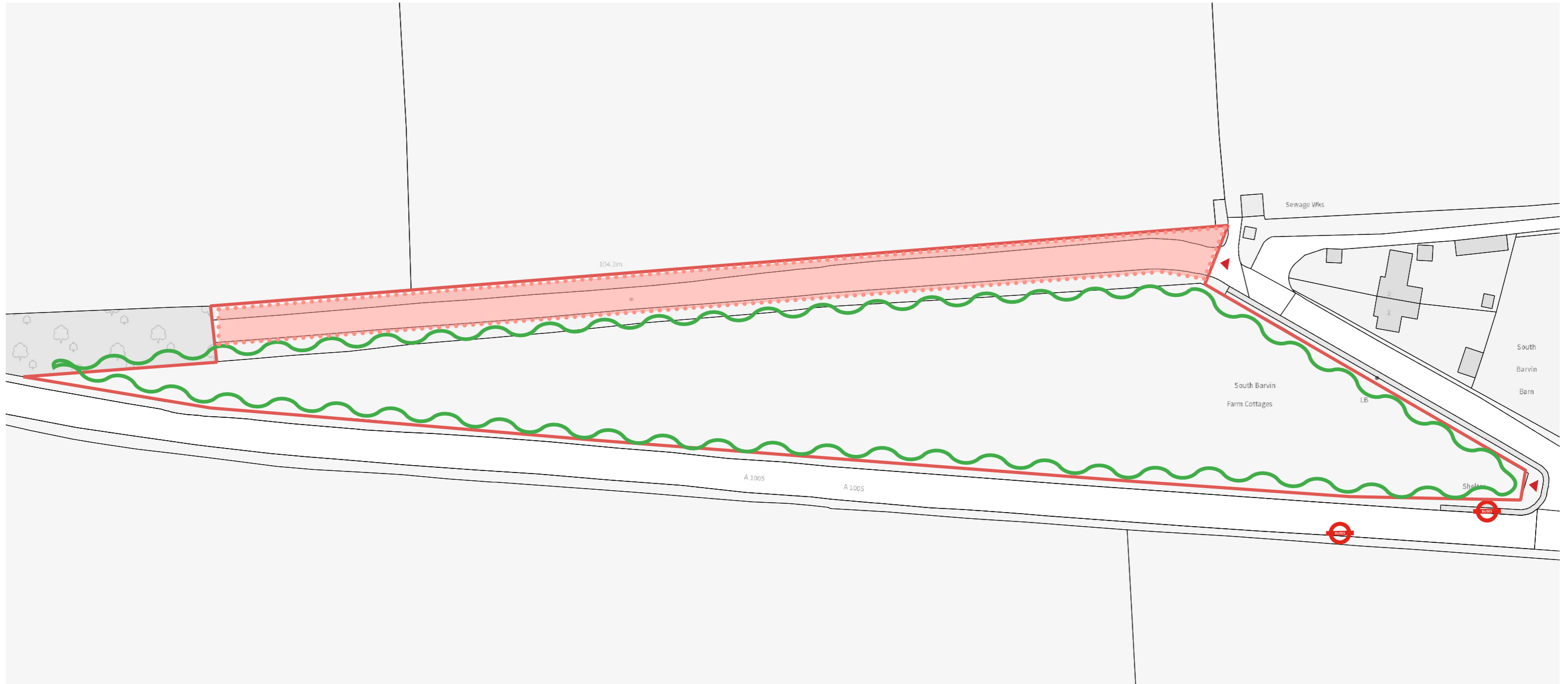
- The site has good access to the road network.
- Large site area which could facilitate a large number of pitches of various sizes
- Well screened by existing planting from short and far views
- Served by existing bus routes

3.3 Constraints

- The site has a thick overgrown perimeter that extends into the site, this includes trees that may be of value and should be surveyed.
- The whole site is designated as Green Belt land.
- The site is an awkward shape which does not lend itself to an efficient layout.
- The privacy and impact of traffic on the cluster of homes to the east must be considered.

Key

- ◀ Existing site entrances
- ~ Heavily overgrown perimeter
- ⊙ Existing road in poor condition
- ⊘ Bus stop



1. Site analysis

3.02 | Ridgeway - Proposal

3.4 Design Moves

1. Minimise impact on existing overgrown planting and create new area for rewilding areas that link to adjacent rewilding projects to the north.
2. New, secure entrance utilising existing road to the north.
3. Central communal building and playspace at the centre of the site.

4. Demonstrated capacity for 12 pitches.

5. Community / site managers building at the entrance to the site to provide secure access and spill out to the play space.

6. Existing entrance from Ridgeway not utilised due to potential impact on highway but could be considered subject to traffic analysis.

7. Potential for pedestrian access to bus stop.









3.5 Assumptions

1. A tree survey should be commissioned to understand the value of existing trees on site.

2. It is reasonable to assume that power, water and sewage are in close proximity due to existing homes. The exact connection details and constraints need to be ascertained.

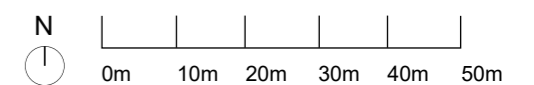
3. Full tracking analysis should be undertaken to ensure vehicles can fully utilise the site.

Key

- | | | | |
|---|--------------------------|---|---|
|  | New site entrances |  | Retained planting |
|  | New secure vehicle gate |  | Enhanced green boundaries and biodiversity improvements |
|  | New, planted secure line |  | New gardens and communal playspace |
|  | Bus stop |  | Communal Building |



1. Proposed site plan



3.03 | Ridgeway - Inset Map

3.6 Across is the proposed inset map to illustrate the design requirements in the site allocation proforma in the draft regulation 19 traveller local plan. This is based on the findings of the capacity assessment.

Key

Existing

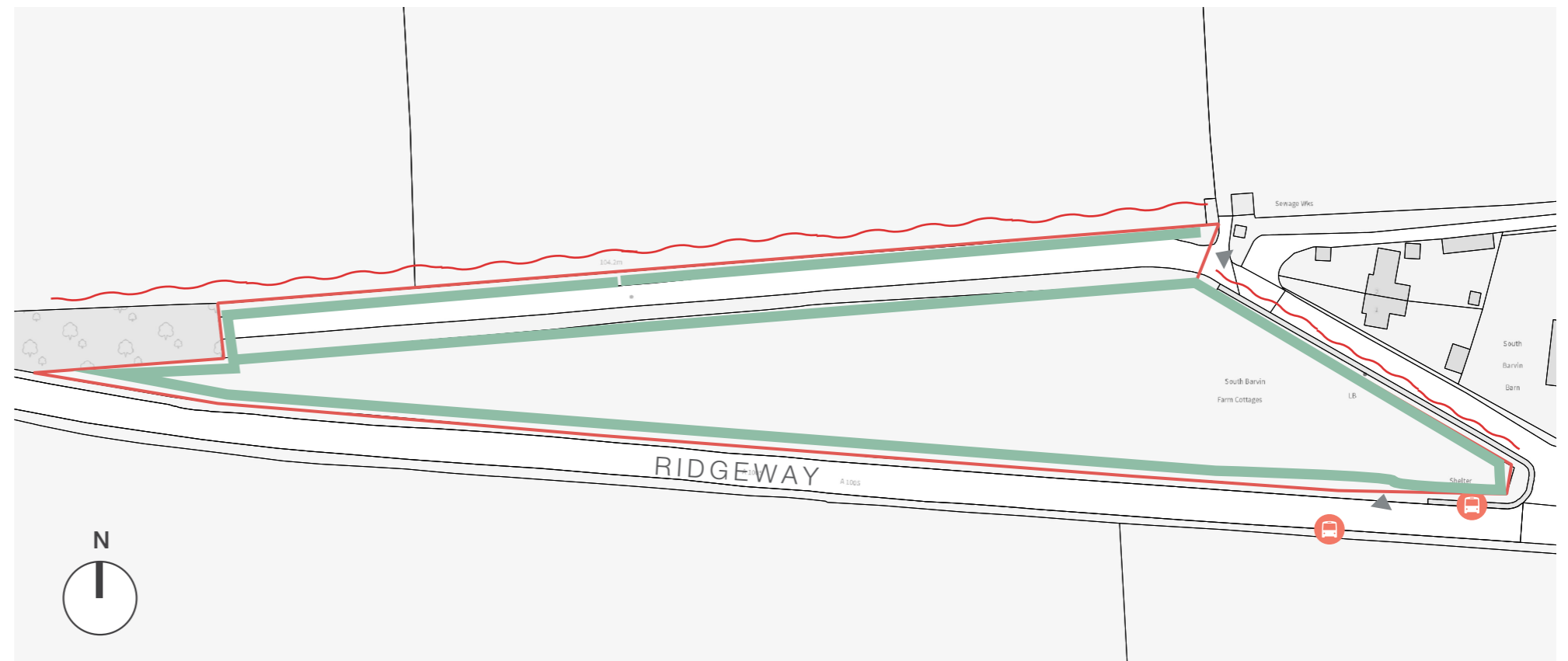
- Site allocation boundary
- Existing green space
- Bus stop
- Wavy line Sensitive edge

Permeability and connections

- ▲ Service access

Open space, public realm and improvements

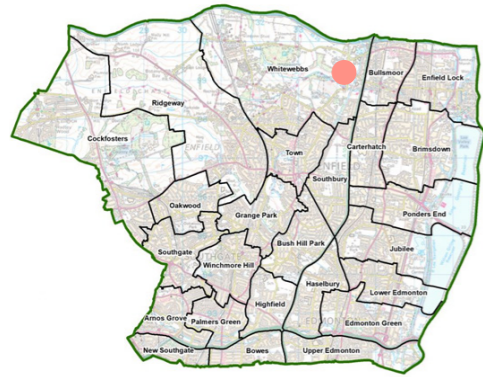
- Green buffer



1. Proposed inset map

4.00 | Bulls Cross - Analysis

4.1 The site is located in the rural north of Enfield directly adjacent to the Bulls Cross. It consists of a rectangular plot with an entrance from the west. It is surrounded by trees.



1, Borough Location Key

Key

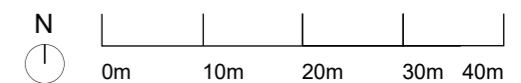
— Site Boundary

~ Heavily planted boundary perimeter

◀ Existing site entrances













2. Aerial view of site

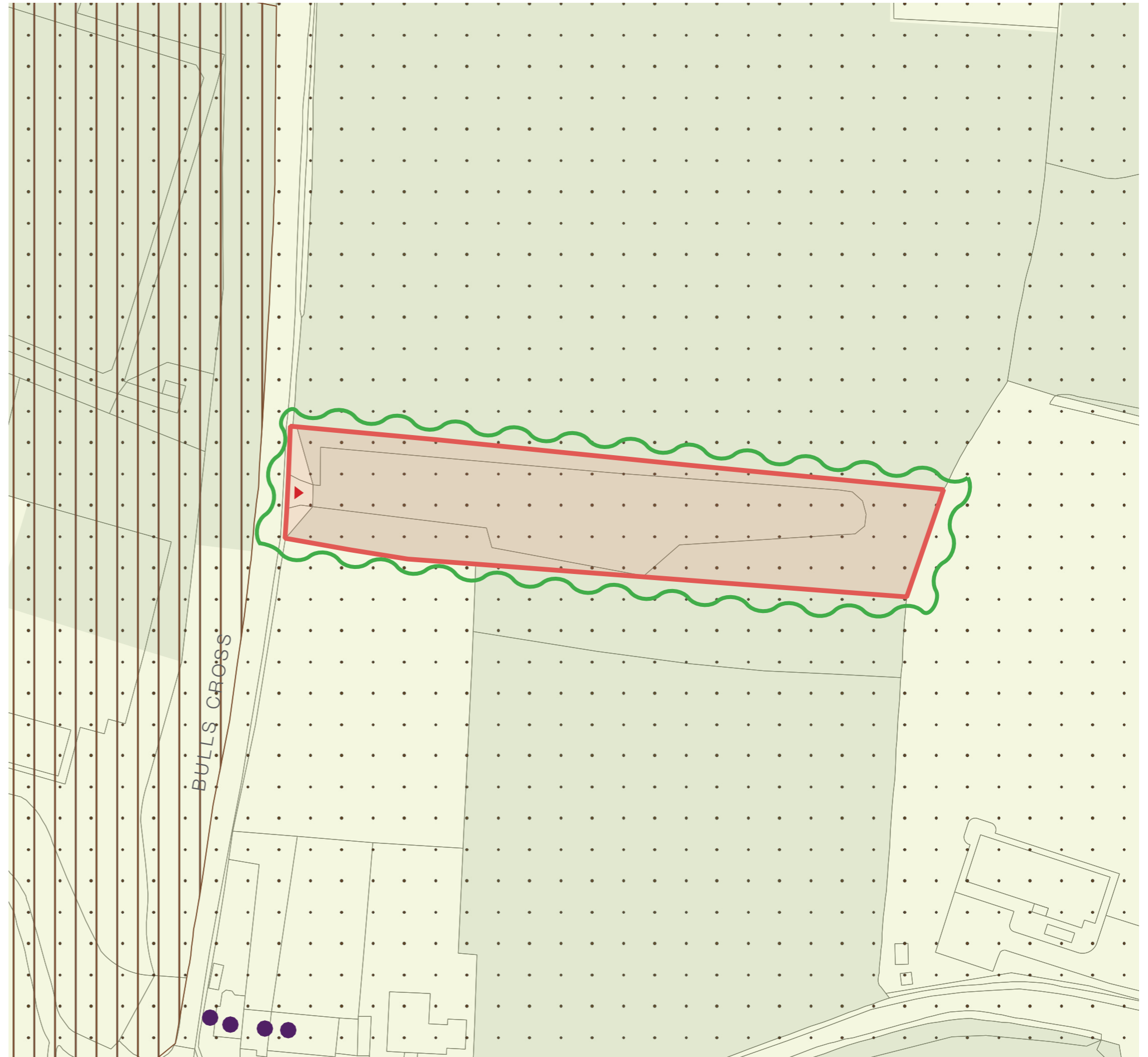


4.01 | Bulls Cross - Analysis

- 4.2 The site sits within the Forty Hill Conservation Area and is adjacent to the Myddelton House Registered Park and Garden. There are several listed buildings nearby. The site falls within the Whitewebbs Hill, Bulls Cross and Forty Hill Archaeological Priority Areas.
- 4.3 The entire site lies within Green Belt designation.
- 4.4 Land designated as Local Open Space lies to the north and south.
- 4.5 There are boundary railings along Bull Cross which could be considered a positive contributor to the conservation area. An assessment should be undertaken to understand this feature.
- 4.6 There is a substantial buffer of trees around the perimeter of the site which could present a constraint on developable area. This should be fully investigated via a tree survey.
- 4.7 The site is a former plant nursery and features disused poly tunnels.

Key

- | | |
|---|--|
|  Site Boundary |  Locally Listed Heritage asset |
|  Forty Hill Conservation Area |  Registered Park and Garden |
|  Listed Building |  Archaeological Priority Area |
|  Local Open Space |  Existing site entrances |
|  Green Belt |  Heavily planted boundary perimeter |



1. Site analysis



4.02 | Bulls Cross - Proposal






4.8 Design Moves

1. Linear layout to optimise site capacity.
2. Minimise impact on existing trees.
3. Demonstrated capacity for 8 pitches.
4. Community / site managers building at the entrance to the site to provide secure access and active street frontage.
6. Reuse of existing railings on new street frontage.
7. Communal play to the rear of the site.

4.9 Assumptions

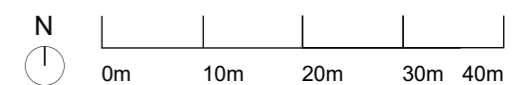
1. A tree survey should be commissioned to understand the value of existing trees on site.
2. A utility survey must be undertaken to understand any constraints and opportunities for connections into the power, water and sewage network.
3. Full tracking analysis should be undertaken to ensure vehicles can fully utilise the site.
4. 6m fire separation separates caravan parking spots between pitches.

Key

- | | | | |
|---|--------------------------|---|---|
|  | New site entrance |  | Enhanced green boundaries and biodiversity improvements |
|  | New secure vehicle gate |  | New gardens and communal playspace |
|  | New, planted secure line | | |
| CB | Communal Building | | |



1. Proposed site layout



4.02 | Bulls Cross - Inset Map

4.10 Across is the proposed inset map to illustrate the design requirements in the site allocation proforma in the draft regulation 19 traveller local plan. This is based on the findings of the capacity assessment.

Key

Existing

- Site allocation boundary
- Existing green space
- ~ Sensitive edge

Permeability and connections

- Key route
- ▲ Service access

Open space, public realm and improvements

- Green buffer

Frontages, marker buildings and key corners

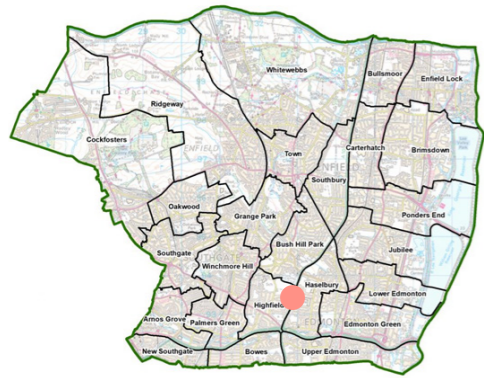
- Active frontage



1. Proposed inset map

5.00 | A10 Site - Analysis

5.1 The site is located in southern part of the borough within the urban area. It comprises an area of hard standing, a skateboarding area and grass lawn. An existing but disused public WC building lies within the north portion of the site. There is existing vehicle access to the A10 to the east and a pedestrian access to the cemetery to the west. There is a bus stop serving north bound routes adjacent to the site entrance.



1. Borough Location Key

Key

- ▬ Site Boundary
- ◄ Existing site entrances
- ~ Heavily planted boundary perimeter



2. Aerial view of site








5.01 | A10 Site - Analysis

- 5.2 The site is adjacent to locally listed (list no. 53) Edmonton Cemetery. Part of the local listed boundary cross the north of the site.
- 5.3 The entire site lies within Metropolitan Open Land and Local Open Space.
- 5.4 There is a buffer of trees around the perimeter of the east of the site that provides visual screening to the cemetery.
- 5.5 Advice from the transport planning team at LB Enfield has stated that the access road should be sufficient to serve the site as the vehicle movements will



Key

- | | |
|---|--|
|  Site Boundary |  Locally Listed Heritage asset |
|  Local Open Space |  Existing site entrances |
|  Metropolitan Open Land |  Heavily planted boundary perimeter |

1. Site analysis

5.02 | A10 Site - Proposal








5.6 Design Moves

1. Smaller pitch size in line with transit requirements
2. Fire separation limits amount of space on this site. Therefore the range of capacity on this site is based on each pitch potentially hosting 2no. caravans. Therefore the demonstrated minimum capacity of the site in terms of caravans is 16no.
3. An amenity block is provided on each pitch and the existing building is reused as a communal and management building.

5.7 Assumptions

1. A tree survey should be commissioned to understand the value of existing trees on site.
2. A utility survey must be undertaken to understand any constraints and opportunities for connections into the power, water and sewage network.
3. Full tracking analysis should be undertaken to ensure vehicles can fully utilise the site.
4. 6m fire separation is more relevant as there is less boundary provided for the transit use when compared to the permanent pitches.

Key

- | | |
|---|---|
|  New site entrances |  New public access to cemetery |
|  New secure vehicle gate |  Enhanced boundary planting |
|  New, planted secure line | |
|  Bus stop | |
|  Communal Building | |



1. Proposed site layout

5.03 | A10 Site - Inset Map

5.8 Across is the proposed inset map to illustrate the design requirements in the site allocation proforma in the draft regulation 19 traveller local plan. This is based on the findings of the capacity assessment.

Key

Existing

- Site allocation boundary
- Existing green space
- D Bus stop
- w Sensitive edge

Permeability and connections

- Key route
- ▲ Service access

Open space, public realm and improvements

- Green buffer

Frontages, marker buildings and key corners

- Active frontage
- Retention of existing building



1. Proposed inset map

