

Single-Unit Caravan Proposal-Compliance with Construction and Mobility Tests

1.) Introduction

This statement confirms that the proposal involves a single-unit caravan, not a twin-unit caravan.

The mobile structure will be constructed using a timber frame, with weatherboard cladding and a tiled roof. All components-including the timber frame, cladding, internal partitions, and roof tiles-will be prepared and cut off-site, before being transported to the location. On-site assembly will involve connecting these parts into a single unit using bolts, clamp, or similar devices.

2.) Compliance with the Construction Test

The Caravan Sites Act 1968 (section 13(1)(a)) sets out the construction test, requiring that twin-unit caravans must be made up of no more than two separately constructed sections, assembled on-site using bolts, clamps or similar devices.

However, this limitation applies only to twin-unit caravans, not to single-unit caravans. This has been confirmed in appeal decisions, including:

- Appeal ref. APP/J2210/X/22/3298471
 - *“The definition of a caravan contains no requirement for pre-assembly or for it being brought to site intact. [...] The requirements to be no more than two separate sections apply only to twin-unit caravans. These requirements do not extend to single-unit caravans...”* (para. 8)

The Inspector concluded that a single-unit caravan is covered by the broader definition under the Caravan Sites and Control of Development Act 1960, without needing to comply with the twin-unit requirements of the 1968 Act.

3.) Compliance with the Mobility Test

Section 13(1)(b) of the 1968 Act requires that a caravan must be a structure capable of being moved by road when assembled. It is important to note:

- The legality of moving the structure on a public highway are irrelevant.
- Practical difficulties in reaching the road are also irrelevant.

These points are well established in case law and appeals, including:

- Appeal ref. APP/N1025/C/01/1074589

"The structure must be capable of being moved by road from one place to another in its assembled state, even if moving it on a highway would be unlawful..." (para. 7)

- Brightlingsea Haven Ltd & another v Morris & others (2008)

"It is irrelevant whether the structure may have difficulty in reaching a road."

- Appeal ref. APP/J1915/X/11/2159970

"The test is whether the unit, once fully assembled, is capable of being towed or transported by a single vehicle." (para. 5)

The proposed caravan will be constructed on a structural steel chassis with timber cross members designed to support the weight of the unit. The chassis will incorporate lifting eyes to enable the entire structure to be lifted by crane and placed onto a flatbed lorry for transportation. Once on site, the caravan will be installed on adjustable concrete pads placed directly on the ground, requiring no permanent foundations or significant excavations beyond the removal of surface grass and vegetation.

Although the unit will connect to utilities (water, drainage, electricity), these connections do not affect its classification as a caravan.

- This is supported by Appeal ref. APP/L5810/X/15/3140569:
 - *"Attachment to services is not the same as physical attachment to the land. Disconnection can be achieved within minutes." (para. 17)*

4.) Conclusion

The proposed structure satisfies the statutory definitions of a caravan under the Caravan Sites and Control of Development Act 1960 and the Caravan Sites Act 1968:

- It complies with the construction test as a single-unit caravan, with no obligation to meet the two-section rule applicable to twin-units.
- It complies with the mobility test, as it can be transported intact, regardless of any difficulty accessing a road or legal constraints on highway transport.

Established case law and planning appeal decisions consistently confirm that the proposed development qualifies as a caravan for planning and regulatory purposes.