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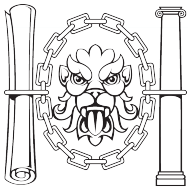
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Awenek Studio
4 Fore Street
St Stephen
PL26 7NN

Design, Access, Planning & Methodology Statement



Chartered Institute of
Architectural Technologists
Registered Practice

To support the Certificate of Lawfulness Application
for an Ancillary use Log Cabin / Caravan for Mr & Mrs Holding

At

Buttern Cottage , North Petherwin, PL15 8NU



A & K Architectural Services Limited,
Trading as A & K Architectural Services

Registered Office: 20 Crockwell Street,
Bodmin, PL31 2DS

Company Reg: 8953942

Directors: A. Gould & R. Gould

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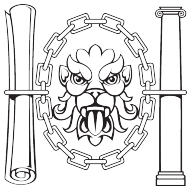
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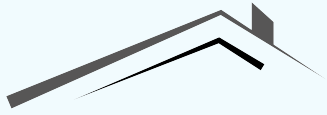
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1. Purpose of this document

To support the application for a certificate of lawful development to place a log cabin / caravan within the residential curtilage for ancillary use to the host dwelling.

2. Site Setting, Contextual Appraisal & Proposal

2a. Site Location

Buttern Cottage , North Petherwin, PL15 8NU

2b. Photographs



P.1



P.2

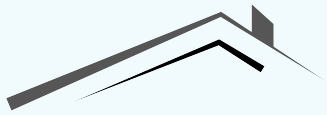


Indicative Proposed Unit



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2c. Architectural Character and Background

Buttern Cottage is a 2 storey traditional cottage in North Petherwin. The property benefits from a large residential curtilage. An application was submitted in 2005 under PA Ref: 2005/01152 for the retention of garden area previously converted from agricultural land.

2d. The Proposal

The proposal is to place a log cabin / caravan within the residential curtilage of the existing dwelling to provide ancillary accommodation to members of the family. It will be placed in the pre approved residential garden space to the North West of the property.

The log cabin will be constructed in accordance with the associated plans as submitted with this application which in turn confirms to the Caravan Sites Act 1968. (Explanatory guidance of this Act can be found in later sections of this document.)

2e. Construction Methodology

The caravan has been designed in two sections to the applicants specification to ensure it meets their demands.

The two sections of the caravan are assembled separately, with the first section of the caravan fully assembled before the components for the second section are delivered to site. Joining the two sections of the caravan together is the final operation.

Groundworks are completed before any components for the caravan are delivered to site, typically consisting of blockwork piers.

The assembly process for a typical caravan is as follows:

1. Fix caravan sub-base, consisting of a Glulam ring beam and prefabricated timber infill panels.
2. Assemble caravan structure. Walls are timber frame panels bolted together with vertical timber posts at the gable ends – these support the roof and provide a fixing point when the two sections of the caravan are joined together. Similar posts are installed where internal walls run up to the join. A timber beam is positioned at the ridge supported by the gable posts. Timber rafters span between the ridge beam and wall. All the roof timbers are pre-cut to the correct length in the factory.
3. Lay roof tiles, fit fascias and gutters and fit doors and windows.
4. The components for the second section are delivered to site and the above steps are repeated. The second section is positioned alongside the first, with a 25mm clear gap between the two.
5. Finish off the two sections of the caravan internally. Connect services.
6. Fix metal brackets to the gable posts to join the two sections of the caravan together. Ridge tiles are fitted to seal the two halves of the roof and a joining piece is fixed internally and externally to seal the 25mm gap between the two sections.



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3. Legislative Justifications under the Caravan Sites Act 1968

3a. Background

There are several relevant Acts of Law that relate to caravans. The original Acts and any amendments to them can be viewed on the Government website www.legislation.gov.uk

The first to consider is The Caravan Sites and Control of Development Act 1960. Section 29(1) provides the following definition of a caravan:

‘... any structure designed or adapted for human habitation which is capable of being moved from one place to another (whether by being towed, or by being transported on a motor vehicle or trailer) and any motor vehicle so designed or adapted but does not include:

- a) Any railway rolling stock which is for the time being on rails forming part of a railway system, or
- b) Any tent.’

This definition therefore covers traditional caravans on wheels, but also ‘static caravans’ that are constructed in a factory and transported on the back of a lorry. Shepherd’s huts also fall under this category. The size of these caravans is defined by what can be safely transported on the roads.

Larger caravans will be classed as abnormal loads and will require the prior approval of the Highway Authority and Police before they can be moved on the road.

The next Act to consider is The Caravan Sites Act 1968 which includes a definition for a ‘twin-unit caravan’. Section 13(1) states that a twin-unit caravan is:

‘A structure designed or adapted for human habitation which:

- a) Is composed of not more than two sections separately constructed and designed to be assembled on a site by means of bolts, clamps or other devices; and
- b) Is, when assembled, physically capable of being moved by road from one place to another (whether by being towed, or by being transported on a motor vehicle or trailer), shall not be treated as not being (or not having been) a caravan within the meaning of Part 1 of the Caravan Sites and Control of Development Act 1960 by reason only that it cannot lawfully be moved on a highway when assembled.”

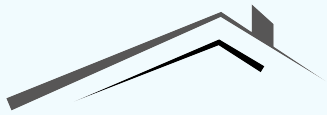
And in addition to this, Section 13(2) prescribes maximum dimensions for twin-unit caravans. However, this section has since been amended and superseded by The Caravan Sites Act 1968 and Social Landlords (Permissible Additional Purposes) (England) Order 2006 (Definition of Caravan) (Amendment) (England) Order 2006. This prescribes the following maximum dimensions:

‘(a) length (exclusive of any drawbar); 65.616 feet (20 metres);

(b) width: 22.309 feet (6.8 metres);

(c) overall height of living accommodation (measured internally from the floor at the lowest level to the ceiling at the highest level): 10.006 feet (3.05 metres).’





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This definition covers park homes and similar caravans that are constructed in two sections for easier transport and joined together on site.

5b. The Construction Test

As defined by Section 13(1)(a):

'...is composed of not more than two sections separately constructed and designed to be assembled on a site by means of bolts, clamps or other devices...'

The proposed caravan will be constructed using interlocking timber, the method used for building log cabins. The timber components are to be designed and cut to size in the factory and then delivered to site flat-packed on pallets. All components are individually numbered for ease of assembly.

The caravan is designed to be assembled in two sections – each section is structurally independent and physically separated by a minimum clear gap of 25mm between walls, floor and roof. The first section of the caravan is fully assembled before the components for the second section are delivered to site.

The joining together of the two sections to form the finished caravan is the final act of assembly.

The decision to assemble the caravan on-site is based on practicality – access to sites is often restricted and the cost of siting a crane prohibitive. This approach has been shown to be acceptable by a number of Planning Appeals, for example Brentnall vs Erewash Borough Council 2002 (appeal ref. APP/N1025/C/01/1074589).

In this case the Inspector concluded:

'I see no requirement in Section 13(1)(a) that the process of creating the 2 separate sections must take place away from the site on which they are then joined together. It is necessary only that the act of joining the 2 sections together should be the final act of assembly.'

5c. The Mobility Test

As defined by Section 13(1)(b): of the Caravan Sites Act 1968:

'...is, when assembled, physically capable of being moved by road from one place to another (whether by being towed, or by being transported on a motor vehicle or trailer), shall not be treated as not being (or as not having been) a caravan within the meaning of Part I of the Caravan Sites and Control of Development Act 1960 by reason only that it cannot lawfully be so moved on a highway when assembled'

The proposed caravan will be built on a structural sub-base designed to allow the caravan to be lifted as a single unit without damage to the structure. Moving the caravan will be achieved by sliding steel lifting beams underneath the sub-base and lifting with a crane using an H-frame. It can then be loaded onto a waiting vehicle for transport by road.

It has been established by case law that the presence of narrow access roads around the site should not be considered when applying the mobility test. It is only necessary to prove that the caravan can be transported on a road. Referring again to Brentnall vs Erewash BC 2002, the Inspector states:

'...it is the structure that must possess the necessary qualities, not the means of access.'





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5d. The Size Test

As defined by Section 13(2) and amended by The Caravan Sites Act 1968 and Social Landlords (Permissible Additional Purposes) (England) Order 2006 (Definition of Caravan) (Amendment) (England) Order 2006:

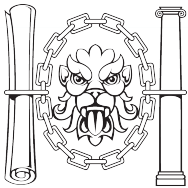
- '(a) length (exclusive of any drawbar): 65.616 feet (20 metres);
- (b) width: 22.309 feet (6.8 metres);
- (c) overall height of living accommodation (measured internally from the floor at the lowest level to the ceiling at the highest level): 10.006 feet (3.05 metres).'

All of our caravans are built to comply with these maximum dimensions. Drawings can be provided to prove this.

6. Conclusion

The proposal to place a log cabin / caravan on the site conforms with legislation as set out under the Caravan Sites Act 1968 and should there for be granted the lawful development as applied for.

Naomi Billing
BA(Hons)



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