

Proposed Model Standards for short stay small sites used solely by touring self-contained motor caravans (motorhomes and campervans) for England and Wales

These model standards have been prepared by CAMpRA UK gLtd as appropriate conditions to be used in the granting of caravan site licences when applications for Aires are made using the existing legislation.

Justifications for these proposed Model Standards are included in Appendix A.

The following Model Standards are recommended to apply to short stay small sites to be used solely by touring self-contained motor caravans (motorhomes and campervans). Such sites are commonly known as Aires.

A self-contained motor caravan is a vehicle meeting the EU Type Approval definition of a M1SP motor caravan, i.e. a motor vehicle with living accommodation space which contains the following equipment as a minimum:

- a. Seats and table.
- b. Sleeping accommodation which may be converted from the seats.
- c. Cooking facilities.
- d. Storage facilities.

This equipment shall be rigidly fixed to the living compartment. However, the table may be designed to be easily removable.

Additionally, a self-contained motor caravan must contain:

- e. Onboard toilet, with integral waste storage, which may be fixed or portable.
- f. Onboard fresh water storage of sufficient capacity for the normal use of the occupants.
- g. Onboard waste water storage of sufficient capacity for the normal use of the occupants.

It is recommended that a suitable fire extinguisher & smoke alarm are installed.

1. Density and Length of Stay

The maximum permitted length of stay is 48 hours, with no return within 7 days.

The number of motor caravans on site at any time is not to exceed 10.

The limits in this section may be decreased if desired, or increased where the landowner and local authority agree; in this instance the additional facilities noted in the relevant sections must be provided.

2. Spacing and External Equipment

Every motor caravan must be not less than 3 metres from any other motor caravan.

To achieve this it is suggested that a parking bay width of 5.5 metres is provided where no solid barrier is used between bays. Where a solid barrier is used this should allow a separation distance of at least 3 metres. Ideally, bays should be permanently marked. Motor caravans must park in the centre of bays (where marked).

In the case of existing car parks it is desirable that consideration is given to the provision of appropriate bays.

If this is not practicable it may be considered appropriate, as a temporary measure, to allow one standard bay separation between motor caravan bays. Motor caravan bays should be marked as such. Entrances and roadways must allow emergency vehicles to secure access at all times to within 90 metres of any motor caravan.

No items or equipment are permitted to be placed outside the motor caravans, with the exception of drive on/off levelling ramps and a step for access. The use of attached levelling or steadying devices is not permitted. Awnings may not be deployed.

3. Drinking Water and Waste Disposal

An adequate supply of drinking water may be provided, this may be on site or nearby.

A waste water disposal point may be provided, this may be on site or nearby. The appropriate Water Authority should be consulted about the arrangements for disposal of water likely to be contaminated.

A recycling and rubbish storage and collection system may be provided.

Where more than 10 motor caravans, or stays of more than 48hrs are authorised, all the facilities in this section must be provided.

4. Disposal Point for Chemical Toilets

A disposal point for the contents of chemical toilets may be provided. This may be on site or nearby. The method of disposal should be to the satisfaction of the Local Authority and the appropriate Water Authority.

Where more than 10 motor caravans, or stays of more than 48hrs are authorised, a disposal point must be provided.

5. Electrical Installations

Where provided, electrical installations must comply with the requirements of BS7671:2018 Section 708, or subsequent revisions, and must have an annual Electrical Installation Condition Report.

6. Fire Precautions

A fire safety risk assessment must be carried out, to meet the requirement of the Regulatory Reform (Fire Safety) Order 2005, or subsequent revisions.

7. Site notices

A notice must be prominently displayed on site and must contain the following information:

- The name and address of the site (*e.g Name of car park, and adjacent road name, town and postcode*)
- Contact details for the site operator or owner
- Vehicles permitted to use the site: “The site is solely for the use of self contained motor caravans, which must contain:
 - Onboard toilet, with integral waste storage, which may be fixed or portable.
 - Onboard fresh water storage of sufficient capacity for the normal use of the occupants.
 - Onboard waste water storage of sufficient capacity for the normal use of the occupants”
- Maximum numbers and length of stay: (*the authorised limits must be stated*)
- External equipment: No awnings may be deployed and no items or equipment (e.g. tables, chairs, barbecues, water containers, generators, gas cylinders, etc.) may be placed outside, or attached externally to, the motor caravan, with the following exceptions:
 - A step may be used for access to the vehicle.
 - Levelling ramps may be used. Attached levelling or steadying devices may not be used.
- Spacing Requirements: In order to comply with the fire regulations, motor caravans must park in the centre of bays (where marked) and there must be minimum separation of 3 metres between vehicles.
- What to do in the event of an emergency [eg On discovering a fire:
 - Ensure the motor caravan or vehicle is evacuated.
 - Alert occupants of nearby vehicles.
 - Call the fire brigade dial 999 or 112. The nearest telephone is sited at xxx. (*include simple diagram showing location*)]
- The nearest Doctor's Surgery is at: xxx Telephone: xxx.

APPENDIX A

Justification and references to accompany the proposed Model Standards for short stay small sites used solely by touring self-contained motor caravans (motorhomes and campervans) in England and Wales

The current Model Standards for Touring Sites, produced in 1983, states “Although these represent the standards normally to be expected, as a matter of good practice, the Secretary of State does not wish them to be applied to all sites, regardless of the economic and other implications for the site operators, people using the site and public amenity. They should be applied with due regard to the particular circumstances of each case, including the physical character of the site, any services or facilities that may already be available within convenient reach, and other local conditions including the kind of holidays which the site is designed to offer. Where usage is restricted to caravans equipped with their own toilet and washing facilities, communal toilet and washing facilities may not be necessary and lower standards than specified may be desirable in some locations for the avoidance of visually intrusive structures or installations.”

CAMpRA therefore proposes the use of these Model Standards for sites that are restricted to short stay use by self-contained motor caravans. These sites to be known as Aires.

Definitions

A motor caravan is a vehicle meeting the EU Type Approval definition of a M1SP motor caravan, i.e. a motor vehicle with living accommodation space which contains the following equipment as a minimum:

- a. Seats and table.
- b. Sleeping accommodation which may be converted from the seats.
- c. Cooking facilities.
- d. Storage facilities.

This equipment shall be rigidly fixed to the living compartment. However, the table may be designed to be easily removable.

We propose that a self-contained motor caravan must contain, in addition to the above:

- a. Onboard toilet, with integral waste storage, which may be fixed or portable.
- b. Onboard fresh water storage of sufficient capacity for the normal use of the occupants.
- c. Onboard waste water storage of sufficient capacity for the normal use of the occupants.

It is recommended that a suitable fire extinguisher & smoke alarm are installed.

Proposal

With regard to the 1983 Model Standards sections we propose the following:

1. Density

This section is replaced by a Density and Length of Stay section, to limit the number of motor caravans permitted on the sites to a maximum of 10, and the maximum permitted length of stay to 48 hours with no return within 7 days. Numbers and length of stay may be increased by agreement between the local authority and land owner, in which case the additional facilities described in the relevant sections must be provided.

Justification: When numbers of motor caravans are limited to 10 the facilities associated with larger caravan and campsites are not required. Aires are intended for short stays to enable users to visit local amenities and attractions. Users wanting longer stays are recommended to use formal caravan or camping sites.

2. Spacing

This section is replaced by a Spacing and External Equipment section stating that every motor caravan must be not less than 3 metres from any other motor caravan. To achieve this it is recommended that a parking bay width of at least 5.5 metres is used. Also no vehicles and other equipment should be permitted within the 3 metres separation. No items or equipment are

permitted to be placed outside the unit, with the exception of drive-on levelling ramps and a step for access to the vehicle. Attached levelling or steadying devices may not be used. Awnings may not be deployed.

Justification: The 1983 Model Standards specifies a separation of 6 metres between units in separate family occupation and not less than 3 metres in any circumstances. This is assumed to be for privacy reasons. For the limited stays proposed for these sites, and the superior construction of modern motor caravans, we consider that a 3 metre separation provides an acceptable level of privacy.

The 1983 Model Standards also provides that vehicles and other ancillary equipment are permitted within the 6 metre separation but, in order to restrict the spread of fire there must always be 3 metres of clear space. We propose that, to restrict the spread of fire, there must be a minimum separation of 3 metres with nothing placed within this space. Taking the width of a motor caravan to be no more than 2.5 metres this can be achieved with 5.5 metre wide parking bays. Ideally, bays should be permanently marked, with, where possible, barriers or surface marking to prevent the parking of vehicles between motor caravans in adjacent bays. The 1983 Model Standards apply to touring caravan sites accommodating towed caravans as well as motor caravans. It is not possible to easily move towed caravans out of danger, whereas motor caravans can be more quickly moved under their own power provided that equipment such as awnings and attached levelling/steadying devices are not used. CAMpRA has taken advice from an independent specialist fire safety advice company which has provided fire safety guidance appropriate to these types of site. (Appendix B)

3. Drinking Water and Waste Disposal

This section is rewritten to take account of the on board facilities present in self-contained motor caravans.

Justification: As the sites are restricted to short term use by self-contained motor caravans containing their own water supply it is not necessary for a drinking water supply to be provided. A drinking water supply must be provided where more than 10 motor caravans, or stays of more than 48hrs are authorised.

Similarly, self-contained motor caravans have on board waste water storage so it is not necessary for a waste water disposal point to be provided. A waste water disposal facility must be provided where more than 10 motor caravans, or stays of more than 48hrs are authorised.

For short term use it is not considered necessary for rubbish storage, collection and disposal to be provided. An on site notice should provide the information that all rubbish must be taken away, or placed within bins, if present. Rubbish & recycling facilities must be provided where more than 10 motor caravans, or stays of more than 48hrs are authorised.

4. Toilets: WCs and Chemical Closets

This section is removed.

Justification: The 1983 Model Standards state that where usage is restricted to caravans equipped with their own toilet and washing facilities, communal toilet and washing facilities may not be necessary. There is therefore no requirement for these to be provided, as use of the sites is restricted to motor caravans having these facilities.

5. Disposal Point for Chemical Closets

This section is rewritten to indicate that an appropriate type of disposal point for chemical toilets may be provided, where practicable and must be provided where more than 10 motor caravans, or stays of more than 48hrs are authorised.

Justification: Taking account of the limited length of stay permitted, and the on board facilities in self-contained motor caravans, it is not considered essential for a chemical toilet disposal point to be provided except where more than 10 motor caravans, or stays of more than 48hrs are authorised.

6. Washing Points

This section is removed.

Justification: The 1983 Model Standards state that where usage is restricted to caravans equipped with their own toilet and washing facilities, communal toilet and washing facilities may not be necessary. There is therefore no requirement for these to be provided, as use of the sites is restricted to motor caravans having these facilities.

7. Hot Water: Showers

This section is removed.

Justification: The 1983 Model Standards state that where usage is restricted to caravans equipped with their own toilet and washing facilities, communal toilet and washing facilities may not be necessary. There is therefore no requirement for these to be provided, as use of the sites is restricted to motor caravans having these facilities.

8. Disabled Persons

This section is removed.

Justification: The 1983 Model Standards state that where usage is restricted to caravans equipped with their own toilet and washing facilities, communal toilet and washing facilities may not be necessary. As use of the sites is restricted to motor caravans having these facilities there is no requirement for them to be provided, therefore the Disabled Persons section does not apply. However, where any facilities are provided, account must be taken of the requirements of The Equality Act 2010.

9. Electrical Installations

This section is rewritten to take account of current legislation.

Justification: Replacement of outdated requirements.

10. Refuse Disposal

This section is incorporated in Drinking Water and Waste Disposal.

11. Fire Precautions

This section is rewritten to state that a fire safety risk assessment must be carried out.

Justification: The current legislation covering fire safety (in England and Wales) is the Regulatory Reform (Fire Safety) Order 2005¹. A number of guidance documents have been published, the primary guide applicable in this case is Fire Safety Risk Assessment – Sleeping Accommodation².

Whilst general fire precautions including fire spread can be imposed under the Fire Safety Order, they can not be imposed by another Authority except the Fire & Rescue Authority. Therefore the conditions contained in the original Model Standards can no longer apply.

12. Liquified Petroleum Gas

This section is removed.

Justification:

There will be no storage of liquified petroleum gas (LPG).

13. Site notices

This section is rewritten to more appropriately reflect the type of use of the sites.

Justification:

Information relevant to the type of use of the site is required and, because these sites may be unmanned, the conditions of use need to be prominently display

1. <https://www.legislation.gov.uk/ukxi/2005/1541/contents>

2. https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/422192/9281_Sleeping_Accommodation_v2.pdf

APPENDIX B

Fire Safety Risk Assessment Guidance

CAMpRA has taken advice from an independent specialist fire safety advice company which has produced a fire safety guidance document appropriate to these types of site. To justify the spacing distances, we are using the information and references they have provided.

At present no official UK guidance is available specifically for separation distances for motor caravans on sites. The Confederation of Fire Protection Associations in Europe (CFPAE) have issued guidance³ for fire safety in camping sites, to reflect best practice developed by countries of CFPA Europe. Within the introduction it states "This guideline has been compiled by the Guidelines Commission and adopted by all fire protection associations in the Confederation of Fire Protection Associations Europe. These guidelines reflect best practice developed by the countries of CFPA Europe. Where the guidelines and national requirements conflict, national requirements must apply." The UK is a member of this organisation.

As there are no UK statutory national requirements it is an appropriate standard to be applied. The specific guidance for spacing for motor caravans (referred to in the CFPA guide as 'Camper' – A self propelled vehicle used for overnight and dwelling purposes and 'Camping unit' - Caravan or camper including possible tent or similar) is: "The free distance between each camping unit should be 3m preferably 4m".

The requirement for 3m would also be in keeping with the 3m referred to within the 1983 Model Standards and the BRE research⁴ of ignition within 3m.

It should also be noted that the CFPA guide is still referring to campsites that allow the erection of awnings and camping equipment, our proposed Model Standards are restricted to motor caravan parking with NO EXTERNAL EQUIPMENT, therefore no flammable material between the units. It would be reasonable to require a 3 metres minimum spacing.

3. [CFPE No 20:2012 Fire Safety In Camping Sites:
http://www.cfpa-e.eu/wp-content/uploads/files/guidelines/CFPA_E_Guideline_No_20_2012_F.pdf](http://www.cfpa-e.eu/wp-content/uploads/files/guidelines/CFPA_E_Guideline_No_20_2012_F.pdf)
4. [2 BRE Information Paper IP 15/91, Fire Spread Between Caravans, September 1991, Building Research Establishment](#)

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