HALO FastHub FAQ: Planning Permission

Purpose

The purpose of this document is to provide an explanation of the planning permission status of HALO FastHub units. This document is produced in good faith based on the best information available to 3ti at the time of publishing. It does not constitute planning or legal advice and is not a substitute for those with legal responsibility for doing so from seeking professional advice from their own professional advisers.

Background

HALO FastHub is a pre-fabricated structure designed to be deployed quickly, avoiding many of the usual pitfalls of planning permission, grid connections, and construction disruptions. 3ti have developed the product and rolling out units to clients.



3ti has sought advice regarding the planning permission requirements of such a solution in England, Wales and Scotland. Planning is an inherently complex area fraught with challenges and local-authority specific interpretations. There are currently 374 Local Planning Authorities (LPAs) in England, Wales, Scotland and Northern Ireland with each nation with increasingly devolved systems.

This document summarises 3ti's current understanding of the issues around planning permission requirements for HALO FastHub and is based on advice received and the business strategy we are adopting for the deployment of HALO FastHub in the UK.

Advice from our independent Planning Advisors is as follows:

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England

The P3 unit usually falls under the category of 'permitted development' as it meets the qualifying criteria under the planning legislation. This criteria includes that it has to be: no more than 4m in height; no less than 10m from the boundary of a dwellinghouse; and not in a Conservation Area or the grounds of a listed building.

It also has to be on an area of land which is currently authorised for use as a car park but is not a residential car park.

If the ground is porous on which the unit is sited then a canopy will need to include details of how the surface water from the unit will also be drained to a permeable / porous area within the off-road car park.

We can offer to submit an application for 'prior approval'.

The Council assesses whether the scheme meets the qualifying criteria and whether further information is required before it can make a decision on the scheme. Possible further information could be in respect of external appearance, or glint and glare impacts.

We submit the applications with full information aiming to allow the Council to grant the permission within the 56-day allowed period. If a decision is not made within that time then the permission is deemed to be granted.

Wales

The P3 unit requires planning permission due to different legislation to England.

The information to be submitted and the Council's considerations are essentially the same as the above, but the outcome is that we secure a full planning permission rather than a prior approval. The approval process is again 56 days.

Scotland

The P3 is 'permitted development' under Scottish planning legislation and does not need either a prior approval or an application for planning permission.

We can offer to secure a formal planning position by submission of an application for a 'Certificate of Lawfulness' which confirms that planning permission for the installation is not required.

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