

PLANNING COMMITTEE

29th SEPTEMBER 2026

REPORT OF THE CORPORATE DIRECTOR OF PLANNING AND COMMUNITY

A.4 PLANNING APPLICATION – 26/00727/FUL – CAR PARK HASTINGS AVENUE CLACTON ON SEA CO15 1AW



DO NOT SCALE

© Crown Copyright and database right 2026. Ordnance Survey Licence No.100018684.

Application:	26/00727/FUL	Expiry Date:	13th July 2026
Case Officer:	Alison Pope		
Town/ Parish:	Clacton Non Parished		
Applicant:	Mr Gavin Bartley - Royal National Lifeboat Institution		
Address:	Car Park Hastings Avenue Clacton On SeaEssex CO15 1AW		
Development:	Planning Application - Temporary structure for a term of 7 years. A robust structure to act as a temporary boat hall has been proposed to allow protection for the Shannon class lifeboat and tractor from the elements due to the exposed location, as well as a measure of security.		
Referral Reason:	TDC owned land		
Recommendation:	Approval subject to conditions		

1. Executive Summary

- 1.1 The application seeks planning permission for a temporary boat hall for a period of seven years to accommodate the RNLI's Shannon-class lifeboat and associated launch tractor. The existing lifeboat station cannot accommodate the vessel due to the size and configuration of the current boat hall.
- 1.2 The proposal is considered acceptable in principle and would provide significant public benefits through the continued operation of a vital emergency service. No objections have been raised by the Environment Agency, Essex Highways, Place Services Ecology or the Council's Tree and Landscape Officer. Whilst there would be a temporary loss of part of the overflow parking area, this harm is considered to be outweighed by the operational and public benefits of the development. Subject to conditions, the application is recommended for approval.

2. Status of the Local Plan

Planning Policy Context

- 2.1 Planning law requires that decisions on applications must be taken in accordance with the development plan unless there are material considerations that indicate otherwise (Section 70(2) of the 1990 Town and Country Planning Act and Section 38(6) of the Planning and Compulsory Purchase Act 2004). This is set out in Paragraph 3 of the National Planning Policy Framework (the Framework). The 'development plan' for Tendring comprises, in part, Sections 1 and 2 of the Tendring District Local Plan 2013-33 and Beyond (adopted January 2021 and January 2022, respectively), supported by our suite of evidence base core documents (<https://www.tendringdc.uk/content/evidence-base>) together with any Neighbourhood Plans that have been made and the Minerals and Waste Local Plans adopted by Essex County Council.

Neighbourhood Plans

- 2.2 A neighbourhood plan introduced by the Localism Act that can be prepared by the local community and gives communities the power to develop a shared vision for their area. Neighbourhood plans can shape, direct and help to deliver sustainable development, by influencing local planning decisions as part of the statutory development plan to promote development and uphold the strategic policies as part of the Development Plan alongside the Local Plan. Further information on our

Neighbourhood Plans and their progress can be found via our website <https://www.tendringdc.uk/content/neighbourhood-plans>

2.3 At the time of writing, there are no draft or adopted neighbourhood plans relevant to this site.

3. **Planning Policy**

3.1 The following Local and National Planning Policies are relevant to this planning application.

National:

National Planning Policy Framework 2026 ([NPPF](#))

National Planning Practice Guidance ([NPPG](#))

Local:

Tendring District Local Plan 2013-2033 and Beyond North Essex Authorities' Shared Strategic Section 1 (adopted January 2021)

SP1 Presumption in Favour of Sustainable Development

SP7 Place Shaping Principles

Tendring District Local Plan 2013-2033 and Beyond Section 2 (adopted January 2022)

SPL1 Managing Growth

SPL2 Settlement Development Boundaries

SPL3 Sustainable Design

PPL1 Development and Flood Risk

PPL2 Coastal Protection Belt

PPL4 Biodiversity and Geodiversity

PPL5 Water Conservation, Drainage and Sewerage

CP1 Sustainable Transport and Accessibility

Local Planning Guidance

Essex Parking Guidance Part 1: Parking Standards Design and Good Practice 2024

4. **Relevant Planning History**

11/01311/FUL	Installation of cables in conjunction with the Gunfleet Sands Wind Farm from landfall at Martello Bay coach and car park to the Veolia Water site at the Watrerglade Retail Park and the erection of a substation at the Veolia Water Site.	Approved	16.03.2012
13/00827/FUL	Variation of condition 2 of planning permission 11/01311/FUL to substitute approved drawing no CLH001a for amended drawing no's J10595/C/020 Issue G, J10595/C/017 Issue E and J10595/C/007 Issue H.	Approved	07.11.2013
22/00416/FUL	Proposed erection of a new beacon for the Queen's platinum jubilee.	Approved	13.04.2022
26/00747/ADV	Advertisement Consent - 4no. Decals of the elevations of the Shannon Class lifeboat.	Current	

5. Consultations

Below is a summary of the comments received from consultees relevant to this application proposal. Where amendments have been made to the application, or additional information has been submitted to address previous issues, only the latest comments are included below.

All consultation responses are available to view, in full (including all recommended conditions and informatives), on the planning file using the application reference number via the Council's Public Access system by following this link <https://idox.tendringdc.gov.uk/online-applications/>.

Tree & Landscape Officer

16.06.2026

No trees or other significant vegetation will be adversely affected by the proposed development.

Although the boat will be in a prominent location it will not be an incongruous feature in its setting and there is little public benefit to be gained by attempting to screen the boat from view with soft landscaping.

Essex County Council Ecology

09.06.2026

Place Services raises no ecological objection to the proposal. Following a desk-based review of the site and surrounding area, it is satisfied that the development is unlikely to result in adverse impacts on designated sites, protected species, Priority habitats or Priority species. No ecological conditions are recommended, although it advises that any proposed screening planting should comprise native species where practicable. Biodiversity Net Gain matters are left to the Local Planning Authority to consider.

ECC Highways Dept

23.06.2026

The Highway Authority raises no objection to the proposal. It acknowledges the need for a temporary facility to accommodate the Shannon-class lifeboat and is satisfied that the development would not affect the existing access arrangements. The proposed location is considered to provide an efficient launch and recovery route whilst minimising disruption to pedestrians and traffic, with launch and recovery operations assisted by marshals to ensure public safety. Standard informatives relating to works within the highway have been recommended.

Environmental Protection

03.07.2026

Noise

Noise Assessment - I have reviewed noise assessment conducted by HA Acoustics dated 12th February 2026 and can confirm that Environmental Protection are satisfied that the assessment was carried out using the appropriate standards. I can confirm that EP agree with the conclusion and as such have no comments to make.

The Environment Agency raises no objection to the proposal. Whilst the site is located within Flood Zone 3b, the development is considered to be water-compatible development and the submitted Flood Risk Assessment demonstrates that it can remain operational and safe during flood events without increasing flood risk elsewhere. The Agency recommends compliance with the mitigation measures set out in the Flood Risk Assessment, including flood warning monitoring and evacuation procedures, and advises that emergency planning considerations should be taken into account.

6. Representations

6.1 Town Council

Clacton on Sea is a non-parished area.

6.2 Neighbour / Local Representations

No representations have been received.

7. Assessment

Site Description and Context

- 7.1 The application site comprises an area of grassland situated between the Martello Coach and Car Park to the north and east and a layby/private access road providing direct access to the beach and slipway to the south. A raised embankment topped with bollards currently separates these areas. The proposal includes the temporary removal of a section of the embankment and several bollards to facilitate vehicular access to the proposed building. The site is bounded by a row of mature trees along Hastings Avenue which provide screening from the public highway, beyond which are single-storey residential properties on the opposite side of the road
- 7.2 The application site lies within the Clacton on Sea settlement development boundary, part of the site is within flood zone 3 and it lies within the critical drainage area.

Description of Proposal

- 7.3 The application seeks planning permission for the erection of a temporary boat hall and associated works for a period of seven years. The building would provide secure storage and protection from the elements for the RNLI's Shannon-class all-weather lifeboat and its launch tractor whilst a longer-term solution for the station is developed.
- 7.4 The existing lifeboat station is unable to accommodate the Shannon-class lifeboat due to the size and layout of the existing boat hall and its relationship with the established launch route. Whilst the vessel has been introduced as part of the RNLI's modernisation programme, housing it within the existing facility would require extensive structural alterations. The proposed temporary boathall is therefore intended to provide a robust and practical short-term solution, enabling the Shannon-class lifeboat and associated launch vehicle to be securely housed and operated from the site until a permanent facility can be delivered.

Principle of Development

Development within Settlement Development Boundaries

- 7.5 The Development Plan for Tendring comprises Section 1 of the Tendring District Local Plan 2013–

2033 (adopted 26 January 2021) and Section 2 of the Tendring District Local Plan 2013–2033 and Beyond (adopted 25 January 2022).

- 7.6 The application site is located within the defined Settlement Development Boundary (SDB) for Clacton on Sea as identified on the Policies Map and in accordance with Policies SPL1 (Managing Growth) and SPL2 (Settlement Development Boundaries) of the adopted Tendring District Local Plan.
- 7.7 In these circumstances, the proposal falls to be assessed against the relevant policies of the Development Plan and the decision-making policies of the National Planning Policy Framework 2026 (NPPF). Policy S3 (Presumption in favour of sustainable development) of the NPPF requires that decisions on development proposals apply a presumption in favour of sustainable development. For development proposals within settlements, Policy S4 (Principle of Development within Settlements) is applicable. Policy S3 further states that proposals which accord with an up-to-date development plan and the decision-making policies of the NPPF should be approved without delay.
- 7.8 Policy S4 of the NPPF states that development proposals within settlements should be approved unless the benefits of doing so would be substantially outweighed by any adverse effects when assessed against the national decision-making policies of the Framework.
- 7.9 Policies SP3, SPL1 and SPL2 of the adopted Tendring District Local Plan establish a spatial strategy which directs growth towards sustainable settlements and generally supports development within defined Settlement Development Boundaries, subject to compliance with other relevant policies of the Development Plan. Sites within Settlement Development Boundaries are generally regarded as sustainable locations due to their access to services, facilities, employment opportunities and transport networks.
- 7.10 Accordingly, the principle of development on the site is considered acceptable. The assessment therefore turns to whether the proposal complies with the remaining relevant policies of the Development Plan and the NPPF, including those relating to design, character and appearance, residential amenity, highway safety, drainage, ecology and other material planning considerations.

Scale, Layout & Appearance

- 7.11 Policy DP3 (Key Principles for Well-designed Places) of the NPPF 2026 states that development proposals should respond to their context so that they integrate with and enhance their surroundings. To create well-designed places, proposals should support healthy, mixed, vibrant and integrated communities, incorporate and/or connect to a network of high quality, accessible, multi-functional green infrastructure to provide opportunities for recreation and healthy living, and create visually attractive, distinctive and characterful development to establish or maintain a strong sense of place and pride, including through the use of a coherent palette of materials, design features and planting.
- 7.12 Local Plan Policy SP7 also seeks good quality urban and architectural design, while Policies SPL3 and LP4 require layouts that relate well to their surroundings and help create a sense of place.
- 7.13 The proposal comprises a temporary boathall measuring approximately 23 metres in length, 8 metres in width and 7.3 metres in height. The building would be positioned to the north-east of the existing lifeboat station on an area of grassland between the existing station and the adjacent car park. Its siting has been informed by the operational requirements of the RNLI, allowing for the efficient launch and recovery of the Shannon-class lifeboat whilst maintaining appropriate separation from the public highway and surrounding uses.
- 7.14 In design terms, the building is functional and utilitarian in appearance, reflecting its operational purpose as a temporary facility. It would comprise a simple rectangular form with a shallow dual-pitched roof clad in a light-coloured membrane, together with blue powder-coated sheet steel cladding to the elevations and a roller shutter door on the southern end. Whilst the structure is of a

considerable scale, it is necessary to accommodate the Shannon-class lifeboat and launch vehicle and is proportionate to its intended purpose.

- 7.15 The building would be located adjacent to existing RNLI and coastguard facilities and within an area already characterised by operational and maritime infrastructure. Furthermore, the proposal includes additional screening planting around parts of the site, which will assist in softening views of the development. Given the temporary seven-year period sought, the functional appearance of the structure and its association with the established lifeboat station, the proposal is not considered to appear incongruous within its coastal setting.
- 7.16 The submitted elevations depict RNLI branding and imagery of the Shannon-class lifeboat on the building's elevations. Members are advised that this signage does not form part of the current planning application and is the subject of a separate Advertisement Consent application which is currently under consideration. The signage therefore carries no weight in the assessment of this application.
- 7.17 Overall, the proposed siting, scale, layout and design are considered appropriate to the operational requirements of the development and its context. Subject to the temporary nature of the proposal, the development is considered to accord with Policies SP7, SPL3 and LP4 of the Tendring District Local Plan and Policy DP3 of the NPPF (2026).

Access, Parking and Highway Safety

- 7.18 Policies TR3 (Locating development in sustainable locations) and TR4 (Street design, access and parking) of the NPPF 2026 seek to promote sustainable transport, ensure safe and suitable access for all users and avoid unacceptable impacts on highway safety and the operation of the road network. Policy DP3 (Key principles for well-designed places) further requires transport and parking considerations to form part of good design.
- 7.19 Local Plan Policy SPL3 Part B seeks to ensure that new development is served by a safe and practicable access, that the highway network can accommodate the traffic generated, and that adequate vehicle and cycle parking is provided. The Essex Parking Standards set out the relevant minimum requirements for parking and turning.
- 7.20 The proposal would utilise the existing access arrangements serving the RNLI station from Hastings Avenue, which would remain unchanged. No alterations to the public highway or existing vehicular access points are proposed. Parking provision for RNLI staff and emergency crew would also remain as existing to the south of the lifeboat station.
- 7.21 Essex County Council, in its role as Highway Authority, has assessed the proposal and raises no objection. It acknowledges the operational need for the temporary facility and notes that the proposed location provides an efficient launch and recovery route for the Shannon-class lifeboat whilst minimising disruption to pedestrians and local traffic. The Highway Authority is satisfied that launch and recovery operations can be undertaken safely through the use of marshals when the lifeboat crosses pedestrianised areas and confirms that the proposal would not adversely affect existing access arrangements. Consequently, no highway safety concerns have been identified.
- 7.22 The proposal would result in the loss of a section of grassed land associated with the Martello overflow car park which is used for informal parking during periods of peak demand. As a consequence, there would be a reduction in overflow parking capacity and a corresponding impact on potential parking revenue for the duration of the temporary permission. The development would also occupy Council-owned seafront land which currently contributes to the wider operation of the seafront area.
- 7.23 Significant weight is afforded to the public benefits of the development. The proposal would facilitate the operation and secure storage of the RNLI's Shannon-class all-weather lifeboat, ensuring that a

critical emergency service can continue to operate effectively from Clacton-on-Sea whilst a permanent solution is developed. In the planning balance, these benefits are considered to outweigh the limited reduction in overflow parking capacity and any associated impact on parking revenue. Furthermore, Members are advised that any grant of planning permission would not in itself authorise the use of the Council's land for this purpose, and any necessary landowner consent or lease arrangements would need to be secured separately by the RNLI.

- 7.24 Having regard to the above, the proposal would maintain safe and suitable access arrangements and would not result in an unacceptable impact on highway safety, parking provision or the operation of the local highway network. The development is therefore considered to comply with Policies SPL3 and LP4 of the Tendring District Local Plan and Policies TR3, TR4 and DP3 of the NPPF (2026).

Landscaping and Trees

- 7.25 Policy N1 (Conserving and Enhancing the Natural Environment) of the NPPF recognises the important contribution that trees make to the character, quality and environmental value of places. The NPPF encourages the retention of existing trees wherever possible and seeks to ensure that opportunities are taken to incorporate trees and landscaping within new development as part of creating attractive, sustainable and nature-rich environments.
- 7.26 Local Plan Policies SPL3, HP3, and PPL4 seek to ensure that development protects and enhances existing landscape features, incorporates high-quality landscaping and contributes positively to the area's green infrastructure network. These policies recognise the important visual, ecological and amenity benefits that trees and planting provide and encourage opportunities for new tree planting and habitat creation as part of well-designed development.
- 7.27 An Arboricultural Impact Assessment and Arboricultural Method Statement have been submitted in support of the application. These identify four Category B Sycamore trees located adjacent to Hastings Avenue close to the western boundary of the site. The submitted information demonstrates that these trees can be retained and protected throughout the construction period through the implementation of appropriate tree protection measures. The assessment also confirms that the surrounding grassed area can be safeguarded during the works. Compliance with the Arboricultural Method Statement and Tree Protection Plan will be secured through a planning condition on the grant of planning permission.
- 7.28 The Council's Tree and Landscape Officer has reviewed the proposal and raises no objection, advising that no trees or other significant vegetation would be adversely affected by the development. The Officer further notes that whilst the proposed boathall would be a prominent feature within the locality, it would not appear incongruous within its coastal and operational setting, and that there would be limited public benefit in attempting to heavily screen the structure from view through additional planting.
- 7.29 Notwithstanding this, the submitted plans indicate proposed planting and screening around the northern end of the boathall and along sections of its side elevations. Whilst the principle of this landscaping is supported, detailed planting specifications, species selection, establishment and maintenance arrangements have not been provided. Furthermore, details are required regarding the treatment of the regraded land associated with the removal of part of the existing embankment and bollards. In the interests of visual amenity and ensuring a satisfactory appearance of the development, these details can be secured through a landscaping condition.
- 7.30 The proposal also involves minor alterations to the existing cycle path adjacent to the site. Whilst this route is not a Public Right of Way, it is located on Council-owned land and forms part of the wider seafront infrastructure. Detailed design and construction details of the amended cycle path, together with arrangements for its continued safe use, should therefore be submitted to and approved by the Local Planning Authority prior to commencement of the relevant works.

- 7.31 Subject to conditions relating to tree protection, landscaping, cycle path alterations and site restoration, the proposal is not considered to result in unacceptable harm to existing trees, landscape character or visual amenity and is therefore considered to accord with Policies SPL3, HP3 and PPL4 of the Tendring District Local Plan and Policy N1 of the NPPF (2026).

Impact on Residential Amenity

- 7.32 Policy P3 (Amenity) of the NPPF 2026 seeks to ensure that development provides a high standard of amenity for existing and future users.
- 7.33 Local Plan Section 1 Policy SP7 seeks to ensure that the amenity of existing and future residents is protected. Local Plan Section 2 Policy SPL3 Part C requires that development does not result in material harm to the privacy, daylight or general amenity of neighbouring occupiers, while Part B requires new development to be designed and orientated to provide adequate daylight, outlook and privacy.
- 7.34 The nearest residential properties are the single-storey dwellings located on the opposite side of Hastings Avenue, the closest of which is approximately 25 metres from the application site. Given this separation distance, together with the intervening highway, footway and existing landscaping, the proposed boathall would not result in any unacceptable loss of privacy, outlook, daylight or sunlight for neighbouring occupiers. Whilst the structure would be visible from nearby dwellings, its presence would not be so overbearing as to result in material harm to residential living conditions.
- 7.35 With regard to noise and disturbance, the Shannon-class lifeboat is already operationally based at Clacton-on-Sea and currently resides within the existing layby adjacent to the lifeboat station. The proposal does not seek to introduce a new lifeboat service or increase the operational activity associated with the RNLI; rather, it provides secure accommodation for an existing vessel and its launch vehicle. Consequently, the nature of the activity undertaken at the site would remain largely unchanged.
- 7.36 A Noise Impact Assessment has been submitted in support of the application and has been reviewed by the Council's Environmental Protection Team. Environmental Protection raises no objection and accepts the findings of the assessment. Given that the lifeboat is already stationed at and operates from the site, and no unacceptable impacts on neighbouring amenity have been identified, it is not considered necessary to impose any planning condition relating to noise.
- 7.37 Taking all matters into account, the proposal would not result in material harm to the amenities of neighbouring residents and is therefore considered to comply with Policy SP7 of the Tendring District Local Plan and Policies SPL3 and P3 of the NPPF (2026).

Flood Risk and Surface Water Drainage

- 7.38 Policy F7 of the of the NPPF (2026) requires that development proposals should not present a risk from flooding to potential occupiers, users or visitors, and should not increase flood risk elsewhere. Policy F8 adds that proposals which could affect drainage on or around the development site should incorporate sustainable drainage systems to control flow rates and reduce volumes of runoff in a manner proportionate to the scale and nature of the development.
- 7.39 Local Plan Policy PPL5 requires new development to make adequate provision for drainage and sewerage, including the integration of sustainable drainage measures where appropriate, whilst Policy SPL3(B)(g) requires development to reduce flood risk and incorporate sustainable drainage within site design.
- 7.40 The application site lies within Flood Zone 3b (Functional Floodplain) and within the Clacton-on-Sea Surface Water Management Plan (SWMP) study area, where it is identified as being within a Critical Drainage Area (CDA). A CDA is an area where multiple sources of flooding combine to create an

elevated risk to people, property and infrastructure during severe rainfall events. The SWMP identifies three CDAs within Clacton-on-Sea and notes that approximately 250 residential properties are currently at risk of surface water flooding during a 1 in 100-year rainfall event, increasing to approximately 580 properties when future climate change allowances are taken into account. The designation reflects the wider flood risk characteristics of the area and the history of surface water flooding within Clacton-on-Sea.

- 7.41 A site-specific Flood Risk Assessment (FRA), reference AEG4788_CO15_Clacton-on-Sea_01a dated 19 December 2025, has been submitted in support of the application. The FRA assesses the flood risk constraints affecting the site and concludes that the proposed temporary boathall constitutes water-compatible development that can safely operate within Flood Zone 3b without increasing flood risk elsewhere. The assessment confirms that the proposal would not result in a loss of floodplain storage, impede flood flows or increase flood risk to third parties.
- 7.42 The Environment Agency has reviewed the application and raises no objection. It accepts that the proposed temporary boathall associated with the RNLI constitutes water-compatible development and is satisfied that the submitted FRA demonstrates that the development can remain operational during flood events without increasing flood risk elsewhere. The Environment Agency advises that flood warning and emergency procedures should be considered as part of the ongoing operation of the site.
- 7.43 Whilst the Environment Agency recommends registration with the Flood Warning Service and the formalisation of evacuation procedures, it is not considered necessary or reasonable to secure these matters through planning condition. The proposed building is intended principally for the storage of the Shannon-class lifeboat and launch tractor, with the existing RNLI station continuing to provide crew facilities, training accommodation, welfare facilities and wider operational functions. Emergency planning and flood response procedures are already integral to the operation of the RNLI station and are matters for the operator rather than planning control.
- 7.44 The proposal does not involve the creation of residential accommodation or other highly vulnerable uses and, by virtue of its scale and nature, would not be expected to generate significant additional surface water runoff. Having regard to the findings of the FRA and the Environment Agency's no objection response, it is concluded that the proposal can be accommodated safely within its flood risk context and would not increase flood risk elsewhere.
- 7.45 The proposal is therefore considered to accord with Policies PPL5 and SPL3 of the Tendring District Local Plan and Policies F7 and F8 of the NPPF (2026).

Habitats, Protected Species and Biodiversity Enhancement

7.46 General duty on all authorities

The Natural Environment and Rural Communities Act 2006 amended by the Environment Act 2021 provides under Section 40 the general duty to conserve and enhance biodiversity: "For the purposes of this section "the general biodiversity objective" is the conservation and enhancement of biodiversity in England through the exercise of functions in relation to England." Section 40 states authorities must consider what actions they can take to further the general biodiversity objective and determine policies and specific objectives to achieve this goal. The actions mentioned include conserving, restoring, or enhancing populations of particular species and habitats. In conclusion for decision making, it is considered that the Local Planning Authority must be satisfied that the development would conserve and enhance.

The application has been reviewed by Place Services Ecology which raises no ecological objection to the proposal. As no ecological assessment had been submitted, Place Services undertook its own

desk-based review of the site and surrounding area, including consideration of designated sites, protected species, priority species and priority habitats. Place Services concluded that the development is unlikely to result in adverse impacts on designated sites, protected species, priority habitats or priority species and is satisfied that sufficient ecological information is available to determine the application.

7.47 Biodiversity Net Gain

Biodiversity net gain (BNG) is an approach that aims to leave the natural environment in a measurably better state than it was beforehand. The minimum requirement is for a 10% net gain in biodiversity value achieved on a range of development proposals. The proposal is subject to the mandatory Biodiversity Net Gain (BNG) requirements introduced by the Environment Act 2021. Whilst temporary permissions of five years or less are exempt from the BNG provisions, the proposed seven-year temporary permission does not benefit from this exemption and is therefore required to achieve a minimum 10% biodiversity net gain.

A completed BNG Statement and draft Biodiversity Gain Plan have been submitted in support of the application. The submitted information confirms that the applicant has undertaken a biodiversity metric assessment and that off-site biodiversity units are proposed to achieve the required net gain. However, the completed biodiversity metric calculations have not been submitted as part of the current application. Whilst this does not prevent the determination of the planning application, the relevant biodiversity metric and supporting evidence will need to be provided as part of the Biodiversity Gain Plan required by the statutory pre-commencement condition.

7.48 Protected Species and Biodiversity Enhancements

Place Services advises that the proposal is unlikely to adversely affect protected species or habitats and has not recommended any ecological conditions.

Notwithstanding this, the Design and Access Statement confirms that one bat box and one bird box will be incorporated into the temporary boathall for the duration of the permission, providing biodiversity enhancements above the site's existing baseline. In addition, landscaping is proposed around the northern end and side elevations of the boathall. Consistent with Place Services' advice, it is considered appropriate that any planting secured by condition should comprise predominantly native species in order to maximise biodiversity benefits.

7.49 Ecology Conclusions

Having regard to the advice of Place Services, the limited ecological value of the site, the absence of identified impacts on designated sites, protected species or priority habitats, and the inclusion of biodiversity enhancement measures in the form of native planting, bat and bird boxes and the future delivery of a Biodiversity Gain Plan, the proposal is considered to satisfy the Council's biodiversity duty under Section 40 of the Natural Environment and Rural Communities Act 2006, as amended. Subject to the statutory Biodiversity Gain Plan condition, the proposal is considered to accord with national policy, relevant legislation and best practice in respect of ecology and biodiversity.

8. **Conclusion**

- 8.1 The proposal would provide a temporary operational facility necessary to accommodate the RNLI's Shannon-class lifeboat whilst a permanent solution is explored. The development would support the continued provision of an important emergency service and delivers significant public benefits.
- 8.2 Subject to the recommended planning conditions, the proposal would not result in unacceptable harm to the character of the area, residential amenity, highway safety, trees, ecology or flood risk interests. Whilst there would be a temporary loss of part of the overflow parking area, this is outweighed by the substantial public benefits associated with the proposal.

8.3 Accordingly, the application is considered to comply with the Development Plan when taken as a whole and is recommended for approval.

9. Recommendation

9.1 Approval (no S106 requirements)

Recommendation: Approval

That the Head of Planning and Building Control be authorised to grant planning permission subject to the conditions as stated at paragraph 9.2, or varied as is necessary to ensure the wording is enforceable, precise, and reasonable in all other respects, including appropriate updates, so long as the principle of the conditions as referenced is retained; and,

The informative notes as may be deemed necessary.

9.2 Conditions and Reasons

1 COMPLIANCE REQUIRED: COMMENCEMENT TIME LIMIT

CONDITION: The development hereby permitted shall be begun not later than the expiration of three years from the date of this permission.

REASON: To comply with the requirements of Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

NOTE/S FOR CONDITION:

The development needs to commence within the timeframe provided. Failure to comply with this condition will result in the permission becoming lapsed and unable to be carried out. If commencement takes place after the time lapses this may result in unlawful works at risk Enforcement Action proceedings. You should only commence works when all other conditions requiring agreement prior to commencement have been complied with.

2 APPROVED PLANS & DOCUMENTS

CONDITION: The development hereby permitted shall be carried out in accordance with the drawings/documents listed below and/or such other drawings/documents as may be approved by the Local Planning Authority in writing pursuant to other conditions of this permission or such drawings/documents as may subsequently be approved in writing by the Local Planning Authority as a non-material amendment following an application in that regard (except for Listed Building Consents). Such development hereby permitted shall be carried out in accordance with any Phasing Plan approved, or as necessary in accordance with any successive Phasing Plan as may subsequently be approved in writing by the Local Planning Authority prior to the commencement of development pursuant to this condition.

The approved red line plan drawing is Drg No 80 Rev P1 received 18 May 2026

Drg No 82 Rev P2

Drg No 84 Rev P2

Drg No 85 Rev P1

Drg No 86 Rev P1

Design and Access Statement

REASON: For the avoidance of doubt and in the interests of proper phased planning of the development.

NOTE/S FOR CONDITION:

The primary role of this condition is to confirm the approved plans and documents that form the planning decision. Any document or plan not listed in this condition is not approved, unless otherwise separately referenced in other conditions that also form this decision. The second role of this condition is to allow the potential process of Non Material Amendment if found necessary and such future applications shall be considered on their merits. Lastly, this condition also allows for a phasing plan to be submitted for consideration as a discharge of condition application should phasing be needed by the developer/s if not otherwise already approved as part of this permission. A phasing plan submission via this condition is optional and not a requirement.

Please note in the latest revision of the National Planning Policy Framework (NPPF) it provides that Local Planning Authorities should seek to ensure that the quality of approved development is not materially diminished between permission and completion, as a result of changes being made to the permitted scheme (for example through changes to approved details such as the materials used). Accordingly, any future amendment of any kind will be considered in line with this paragraph, alongside the Development Plan and all other material considerations.

Any indication found on the approved plans and documents to describe the plans as approximate and/or not to be scaled and/or measurements to be checked on site or similar, will not be considered applicable and the scale and measurements shown shall be the approved details and used as necessary for compliance purposes and/or enforcement action.

3 FURTHER APPROVAL: BIODIVERSITY NET GAIN PLAN

CONDITION: The development may not be begun unless (a) a biodiversity gain plan has been submitted to the planning authority (see note), and (b) the planning authority has approved the plan (see note).

REASON: In order to accord with Schedule 7A of the Town and Country Planning Act 1990 (as inserted by Schedule 14 of the Environment Act 2021) and amended by The Biodiversity Gain (Town and Country Planning) Modifications and Amendments (England) Regulations 2024 and The Biodiversity Gain (Town and Country Planning) (Amendments and Transitional Provisions) (England) Regulations 2026.

NOTE - CONTEXT AND APPLICATION:

Planning conditions are typically established upon the granting of planning permission under sections 70(1) and 72 of the Town and Country Planning Act 1990. However, it's essential to note that the biodiversity gain condition operates under a distinct statutory framework, specifically outlined in paragraph 13 of Schedule 7A of the Town and Country Planning Act 1990.

This condition is deemed to apply to all planning permissions granted for land development in England, unless specific exemptions or transitional provisions are applicable (for further details, please refer to the provided web link <https://www.gov.uk/guidance/biodiversity-net-gain-exempt-developments> or contact us directly).

The government advises against including this condition in decision notices to avoid confusion. However, for clarity and accountability, we have opted to highlight this condition within the decision notice. This ensures that all involved parties are aware of its requirements, facilitating effective tracking and monitoring throughout the development process, including the discharge of

conditions.

In certain instances, this condition may be imposed even if the applicant believes that biodiversity net gain (BNG) does not apply. Based on the available information, it is determined that this permission necessitates the approval of a biodiversity gain plan before commencing development, as none of the statutory exemptions or transitional arrangements apply.

For further details, please consult the officer report as needed. If you believe this condition does not apply, we strongly recommend contacting the Local Planning Authority (LPA) for clarification. Tendring District Council serves as the planning authority responsible for determining the approval of a Biodiversity Gain Plan in relation to this permission.

BIODIVERSITY GAIN PLAN REQUIREMENTS:

For the Biodiversity Gain Plan requirements, please refer to both paragraphs 14 and 15 of the Environment Act Sch 14 Part 2 as amended by The Biodiversity Gain (Town and Country Planning) Modifications and Amendments (England) Regulations 2024.

<https://www.legislation.gov.uk/ukpga/2021/30/schedule/14/enacted>

In summary, the Biodiversity Net Gain (BNG) plan must achieve a minimum biodiversity net gain of 10% and should typically include the following:

- Steps taken or to be taken to minimize adverse effects of the development on the biodiversity of the onsite habitat and any other habitat.
- Pre-development and post-development biodiversity assessments of the onsite habitat.
- Allocation of any registered offsite biodiversity gain to the development and its biodiversity value in relation to the development.
- Details of any biodiversity credits purchased for the development.
- Plans for maintaining and securing the net gain on and/or off site for at least 30 years after completion of the development.

The Local Authority will ensure the submitted details meet the requirements of the Town and Country Planning Act 1990 as amended, Environment Act as amended, associated legislation and guidance.

Ways to achieve 10% BNG may include:

- 1) Enhancement and restoring biodiversity on-site (within the red line boundary of a development site).
- 2) If proposals can only achieve part of their BNG on-site, they can deliver through a mixture of on-site and off-site. Developers can either make off-site biodiversity gains on their own land outside the development site or buy off-site biodiversity units on the market as close as possible to the site.
- 3) If developers cannot achieve on-site or off-site BNG, they must buy statutory biodiversity credits from the government. This must be a last resort. The government will use the revenue to invest in habitat creation in England.

Developers may combine all 3 options but must follow the steps in order. This order of steps is called the biodiversity gain hierarchy.

CONDITIONS AND LEGAL AGREEMENT:

The Local Authority is responsible for ensuring that the biodiversity gain objective is achieved, whether it be onsite, offsite, or through the purchase of credits, and that it is secured by legal agreement as necessary. It is essential to highlight that planning conditions operate within a strict timeframe. Therefore, any legal agreements required to secure the biodiversity gain must be

completed prior to the consideration of the planning condition. Failure to comply with this requirement may result in the refusal of the condition.

<https://www.tendringdc.gov.uk/content/discharging-the-biodiversity-net-gain-plan-condition-bng>

4 COMPLIANCE: HABITAT MANAGEMENT AND MONITORING PLAN FOR BNG

CONDITION: Unless all biodiversity net gain for the development is achieved via the purchase of off site biodiversity units or statutory biodiversity credits, no development shall commence on the site until a 30 year Habitat Management and Monitoring Plan (HMMP), prepared in accordance with the approved Biodiversity Gain Plan/s under condition 3, has been submitted to and approved in writing by the local planning authority for the site, and shall contain the following unless otherwise agreed in writing by the Local Planning Authority:

a description and evaluation of the planned habitat works for the creation and/or enhancement of the on site habitat to achieve the biodiversity net gain in accordance with the approved Biodiversity Gain Plan;

the management measures to maintain the on site habitat creation and/or enhancement works for a period of a least 30 years from the completion (defined for this purpose as first use and/or occupation unless otherwise agreed in writing by the LPA) of the development including:

- i) ecological trends and constraints on the site that may influence management;
- ii) aims, objectives and targets for management e.g. links with local and national species and habitat action plans;
- iii) a description of the management operations necessary to achieving the aims and objectives;
- iv) prescriptions for management actions;
- v) preparation of a works schedule, including annual works schedule;
- vi) mechanisms of adaptive management to account for necessary changes in work schedule to achieve the required targets;

details of the monitoring methodology, to measure the effectiveness of the management of the on site habitat creation and/or enhancement works together with the timetable for each element of the monitoring programme including when scheme shall be first implemented with provision for monitoring reports to be provided to the local planning authority in writing on year 1, 2, 3, 5, 7, 10, 15, 20, 25 and 30, with biodiversity reconciliation calculations at each stage; and

details of the roles and responsibilities of the people or organisation(s) delivering the HMMP including implementation and monitoring;

Furthermore, there shall be a completion report submitted to the local planning authority in writing for its approval, evidencing the completed habitat enhancements and/or creation works as set out in the HMMP prior to first use and/or occupation of the development. unless agreed in writing by the LPA. The approved HMMP shall be strictly adhered to at all times and implemented in full for its duration with the completion of the habitat works for the creation and/or enhancement of the on site habitat no later than the first use/occupation of the development, and the management and monitoring of those habitat works as required and in accordance with the approved HMMP thereafter for the period of 30 years or more.

REASON: To enhance biodiversity in accordance with the National Planning Policy Framework and to achieve the Biodiversity Net Gain objectives set out in Schedule 7A of the Town and Country Planning Act 1990 (as amended).

NOTE: If the approved BNG Plan is for off site units or statutory credits only, this condition does not require discharge. For all development that include a BNG plan for a combination of on site

and off site/statutory credit, this condition is imposed and needs to be discharged as set out to secure the on site element. Additionally, should the on site BNG requirement be considered to be "significant" an associated legal agreement will be required to secure monitoring fees.

5 FURTHER APPROVAL: CONSTRUCTION MANAGEMENT TO BE AGREED (PRE COMMENCEMENT)

CONDITION: Prior to the commencement of development details of a construction methodology and timetable shall be submitted to and approved, in writing, by the Local Planning Authority. This shall incorporate the following information:-

- a) Details of how construction and worker traffic and parking shall be managed.
- b) Details of the loading/unloading/storage of construction materials on site, including details of their siting and maximum storage height.
- c) Storage of plant and materials used in the construction of the development.
- d) Details of measures to control the emission of dust and dirt during construction and including details of any wheel washing to be undertaken, management and location it is intended to take place.
- e) Details of the hours of work/construction of the development within which such operations shall take place and the hours within which delivery/collection of materials for the said construction shall take place at the site.

The said methodology as may be approved shall be implemented in its entirety on commencement of development and shall operate as may be approved at all times during construction.

REASON: To minimise detriment to nearby residential and general amenity by controlling the construction process to achieve the approved development. This condition is required to be agreed prior to the commencement of any development as any construction process, including site preparation, by reason of the location and scale of development may result in adverse harm on amenity.

NOTE/S FOR CONDITION:

You are strongly advised to discuss this condition with the Local Planning Authority and if possible/available local residents likely to be affected by this development prior to submission of details. Please note the provisions of the Highways Act 1980 Para 131 are likely to apply and may need to be discussed with the Highways Authority, this legislation includes details and penalties for any damage and/or alterations to the highway including verge, highway signage and surface materials of pavement/footpath and carriageway.

6 APPROVAL REQUIRED: LANDSCAPING SCHEME

CONDITION: No development above slab level shall take place until there has been submitted to and approved, in writing, by the Local Planning Authority a scheme of hard and soft landscaping works for the site, which shall include any proposed changes in ground levels, adjustments to the cycle path and proposed planting/screening around the temporary building.

REASON: In the interests of visual amenity and the character and appearance of the area.

NOTE/S FOR CONDITION:

Slab level is normally refers to the concrete slab supported on foundations or directly on the subsoil and is used to construct the ground floor of the development. In any other case, please assume slab level to be the point before any walls and/or development can be visually above ground level or seek confirmation from the Local Planning Authority for your development.

Should the landscape works include any new hedgerow, please consider the following planting for a native hedge. Native hedge: 50% hawthorn, 25% blackthorn (but beware - this can spread into adjacent fields), 15% field maple, 2% holly, 2% wild privet, 2% guelder rose, 2% dog rose, 2% buckthorn.

7 COMPLIANCE WITH DETAILS AND TIMESCALE REQUIRED - LANDSCAPING SCHEME

CONDITION: All changes in ground levels, soft/hard landscaping shown on the approved landscaping details shall be carried out in full during the first planting and seeding season (October - March inclusive) following the commencement of the development, or in such other phased arrangement as may be approved, in writing, by the Local Planning Authority up to the first use/first occupation of the development. Any trees, hedges, shrubs or turf identified within the approved landscaping details (both proposed planting and existing) which die, are removed, seriously damaged or seriously diseased, within a period of 5 years of being planted, shall be replaced in the next planting season with others of similar size and same species unless otherwise agreed in writing by the Local Planning Authority.

REASON: In the interests of visual amenity, the character and appearance of the area and to underpin the Council's duty to enhance the biodiversity credentials of the development under the NPPF 2023 and s40 of the NERC Act 2006 (as amended).

8 FURTHER APPROVAL: DETAILS OF ILLUMINATION

CONDITION: Prior to the erection/installation of any floodlighting or other means of external lighting at the site, details to include position, height, aiming points, lighting levels and a polar luminance diagram shall be submitted to and approved, in writing, by the Local Planning Authority. The lighting shall be carried out and retained as may be approved. There shall be no other means of external lighting installed and/or operated on/at the site except that approved.

REASON: In the interests of amenity to reduce the impact of night time illumination on the character of the area and in the interests of biodiversity.

9 COMPLIANCE REQUIRED: LANDSCAPE PROTECTION

CONDITION: No development shall be commenced including demolition and/or changes to ground levels until the existing trees adjacent to the site, agreed with the Local Planning Authority to be retained as detailed within the Arboricultural Impact Assessment and Arboricultural Method Statement by Greenacre Arboriculture Ref. 08-202511 received 7 May 2026 and DRAWING NO: 08-202511-TPP, have been protected by the erection of temporary protective fences as detailed in the same report prior to the commencement of demolition and/or changes to ground levels and development. The protective fences shall be retained throughout the duration of demolition, building and engineering works in the vicinity of the tree/s to be protected. Any tree/s dying or becoming severely damaged as a result of any failure to comply with these requirements shall be replaced with a tree or trees of appropriate size and species during the first planting season, or in accordance with such other arrangement as may be approved, in writing, with the Local Planning Authority up to first use or first occupation of the development, following the death of, or severe damage to the tree/s.

REASON: For the avoidance of damage to protected tree/s included within the landscaping scheme in the interests of visual amenity and the character and appearance of the area. This condition is required to be carried out prior to the commencement of any other development to ensure trees are protected early to ensure avoidance of damage or lost due to the development

and/or its construction. If agreement was sought at any later stage there is an unacceptable risk of lost and damage to trees.

10 APPROVAL REQUIRED: RESTORATION

CONDITION: Within six months of the expiry of the seven-year temporary permission, or within six months of the building ceasing to be used for the approved purpose, whichever occurs first, the temporary boathall, associated infrastructure, hardstanding, fencing, services, foundations and all other works hereby approved shall be removed from the site. The land shall thereafter be restored to its former condition in accordance with a scheme of restoration, reinstatement and landscaping that shall first have been submitted to and approved in writing by the Local Planning Authority. The approved restoration works shall be carried out in full within the agreed timescale.

REASON: To ensure the satisfactory restoration of the site following the cessation of the temporary development in the interests of visual amenity, landscape quality and the proper planning of the area.

11 TEMPORARY PERMISSION

CONDITION: The use hereby permitted and the temporary boathall, together with all associated infrastructure, shall be discontinued and removed from the site no later than 7 years from the date of this permission. Upon cessation of the use, the site shall be restored in accordance with the approved restoration scheme required by Condition 10.

REASON: The development is considered acceptable only as a temporary measure to accommodate the operational requirements of the RNLi whilst a longer-term solution is explored. A permanent permission has not been justified and it is therefore necessary to limit the duration of the development in the interests of the character and appearance of the area and the proper planning of the locality.

9.3 Informatives

Positive and Proactive Statement

The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received and subsequently determining to grant planning permission in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.

Highways Informatives

All work within, or affecting, the highway shall be laid out and constructed by prior arrangement with, and to the requirements and satisfaction of, the Highway Authority (Essex County Council), with all details being agreed before the commencement of any highway works. Failure to secure the necessary approvals and relevant permits for works within the highway may result in enforcement action by the Highway Authority against, but not limited to, the owner of the land or the person causing, or responsible for, the damage to the Highway. To start the process to obtain the relevant permissions the applicant should contact the Essex Highways Development Management Team by email at development.management@essexhighways.org

On the completion of the Development, all roads, footways/paths, cycle ways, covers, gratings, fences, barriers, grass verges, trees, and any other street furniture within the Site and in the area, it covers, and any neighbouring areas affected by it, must be left in a fully functional repaired/renovated state to a standard accepted by the appropriate statutory authority.

The Highway Authority cannot accept any liability for costs associated with a developer's improvement. This includes design check safety audits, site supervision, commuted sums for maintenance and any potential claims under Part 1 and Part 2 of the Land Compensation Act 1973. To protect the Highway Authority against such compensation claims a cash deposit or bond may be required.

10. **Additional Considerations**

Equality Impact Assessment

- 10.1 In making this recommendation/decision regard must be had to the public sector equality duty (PSED) under section 149 of the Equality Act 2010 (as amended). This means that the Council must have due regard to the need in discharging its functions that in summary include A) Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act; B. Advance equality of opportunity between people who share a protected characteristic* (See Table) and those who do not; C. Foster good relations between people who share a protected characteristic* and those who do not, including tackling prejudice and promoting understanding.
- 10.2 It is vital to note that the PSED and associated legislation are a significant consideration and material planning consideration in the decision-making process. This is applicable to all planning decisions including prior approvals, outline, full, adverts, listed buildings etc. It does not impose an obligation to achieve the outcomes outlined in Section 149. Section 149 represents just one of several factors to be weighed against other pertinent considerations.
- 10.3 In the present context, it has been carefully evaluated that the recommendation articulated in this report and the consequent decision are not expected to disproportionately affect any protected characteristic* adversely. The PSED has been duly considered and given the necessary regard, as explained below.

Protected Characteristics *	Analysis	Impact
Age	The proposal put forward will not likely have direct equality impacts on this target group.	Neutral
Disability	The proposal put forward will not likely have direct equality impacts on this target group.	Neutral
Gender Reassignment	The proposal put forward will not likely have direct equality impacts on this target group.	Neutral
Marriage or Civil Partnership	The proposal put forward will not likely have direct equality impacts on this target group.	Neutral
Pregnancy and Maternity	The proposal put forward will not likely have direct equality impacts on this target group.	Neutral
Race (Including colour, nationality and ethnic or national origin)	The proposal put forward will not likely have direct equality impacts on this target group.	Neutral
Sexual Orientation	The proposal put forward will not likely have direct equality impacts on this target group.	Neutral
Sex (gender)	The proposal put forward will not likely have direct equality impacts on this target group.	Neutral
Religion or Belief	The proposal put forward will not likely have direct equality impacts on this target group.	Neutral

Human Rights

- 10.4 In making your decision, you should be aware of and take into account any implications that may arise from the Human Rights Act 1998 (as amended). Under the Act, it is unlawful for a public authority such as the Tendring District Council to act in a manner that is incompatible with the European Convention on Human Rights.
- 10.5 You are referred specifically to Article 8 (right to respect for private and family life), Article 1 of the First Protocol (protection of property) and Article 14 (right to freedom from discrimination).
- 10.6 It is not considered that the recommendation to grant permission in this case interferes with local residents' right to respect for their private and family life, home and correspondence or freedom from discrimination except insofar as it is necessary to protect the rights and freedoms of others (in this case, the rights of the applicant). The Council is also permitted to control the use of property in accordance with the general interest and the recommendation to grant permission is considered to be a proportionate response to the submitted application based on the considerations set out in this report.

Finance Implications

- 10.7 Local finance considerations are a matter to which local planning authorities are to have regard in determining planning applications, as far as they are material to the application.
- 10.8 The New Homes Bonus (NHB) is one local finance consideration capable of being a material consideration to which the weight given shall be determined by the decision maker. The NHB is a payment to local authorities to match the Council Tax of net new dwellings built, paid by Central Government over six consecutive years. In this instance, it is not considered to have any significant weight attached to it that would outweigh the other considerations.

11. Declaration of Interest

- 11.1 Please refer to the minutes of this meeting, which are typically available on the councils website which will be published in due course following conclusion of this meeting.

12. Background Papers

- 12.1 In making this recommendation, officers have considered all plans, documents, reports and supporting information submitted with the application together with any amended documentation. Additional information considered relevant to the assessment of the application (as referenced within the report) also form background papers. All such information is available to view on the planning file using the application reference number via the Council's Public Access system by following this link <https://idox.tendringdc.gov.uk/online-applications/>.