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Estates

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Dear Sir/Madam,

CLIFTON SLIPWAYS, WEST STREET, GRAVESEND: APPLICATION UNDER SECTION 73 OF THE TOWN AND COUNTRY PLANNING ACT 1990 TO VARY CONDITION 2 AND 7 OF PLANNING PERMISSION REF 20191122

On behalf of Downriver Properties Ltd, we are pleased to submit an application under Section 73 of the Town and Country Planning Act 1990 to vary Condition 2 and 7 of planning permission ref 20191122, relating to the redevelopment of land at Clifton Slipways, West Street, Gravesend.

The application seeks to amend the approved plans insofar as they relate to the Stuart Road Block. The amendments are proposed to facilitate the delivery of the scheme having regard to the current regulatory and viability context, in particular the implications of the Building Safety Act regime and the classification of higher-risk buildings.

The principal amendment is the reduction in height of the Stuart Road Block through the omission of the upper seven storeys of accommodation. The revised building is now six storeys in total, with the height reduced to below the relevant threshold for classification as a higher-risk building. This is an appropriate reduction in the scale and massing of the previously approved scheme and will assist in securing the deliverability of this important town centre development.

Planning application submission

The application is accompanied by the following documents and drawings:

1. Planning application forms and relevant certificates;
2. Design and Access Statement Addendum, prepared by Hollaway;
3. Site Plan, drawing no. 18.137.100.03 Rev P3;
4. Stuart Road Block floor plans, elevations and section drawings, as listed in the submitted drawing schedule;
5. Transport Technical Note (ref. 18-091-005 Rev A), prepared by Charles & Associates, June 2026;
6. Townscape and Visual Impact Assessment Addendum (ref. 0598 R01), prepared by EDLA, June 2026.

The application fee of £2076.00 has been paid via the Planning Portal.

Background context

Planning permission was originally granted on 4 December 2020 for the redevelopment of Clifton Slipways. The approved development comprised two residential buildings, together with associated car parking, cycle storage, highway works, landscaping, public realm works and the restoration of the existing pier structure.

A subsequent Section 73 permission was granted 14 March 2024, which approved amendments to the scheme including changes to the Stuart Road Block layout, parking arrangement, stair core positions and the number of residential units. The present application builds on that approved position and seeks a further variation to the Stuart Road Block only, reflecting the significant legislative changes that have taken place since the application was originally submitted.

The West Street Tower and pier works are not materially altered by this application.

Proposed amendments

The proposed amendments to the Stuart Road Block can be summarised as follows:

1. The omission of Levels 6–12 of residential accommodation, reducing the overall height of the building by seven storeys.
2. The reduction of the Stuart Road Block to six storeys in total, with the height reduced below the relevant threshold for classification as a higher-risk building.
3. The omission of the Level -1 parking level and associated basement arrangement.
4. The relocation of parking to Level 0, with an enlarged external parking court.
5. The reduction of residential units within the Stuart Road Block from 115 units under the previous Section 73 approval to 78 units (32 one-bedroom and 46 two-bedroom).
6. The reduction in the overall number of flats across the scheme from 236 units under the previous Section 73 approval to 199 units.
7. The reduction in vehicular parking from 56 spaces to 35 spaces (0.18 spaces per dwelling).
8. The increase in cycle parking from 256 spaces to 276 spaces (240 spaces in the West Street Block, retained as approved, and 36 spaces in the Stuart Road Block, an uplift of 20 spaces).
9. The retention of the approved layout to Levels 1–5, save for consequential changes associated with the revised building form and servicing strategy.

The amendments are shown on the submitted plans and described in the Design and Access Statement Addendum. Sectional drawings confirm the revised building form and height relationship, including the 18m measurement from the lowest ground level.

Suggested approach under Section 73

The application is made under Section 73 of the Town and Country Planning Act 1990, which allows for development to be carried out without complying with conditions previously attached to a planning permission.

The proposed amendments can properly be considered through Section 73 because they do not alter the operative description of development or undermine the overall character of the permission. The development remains a residential-led redevelopment of the Clifton Slipways site, with associated parking, access, landscaping, public realm and pier-related works. The amendments are confined to

the approved Stuart Road Block and principally reduce the height, massing and intensity of that part of the scheme.

The proposed changes would not introduce a materially different form of development. Rather, they would reduce the scale of the building when compared with the consented position. The resulting scheme remains consistent with the broad planning objectives underpinning the original permission and subsequent Section 73 approval.

Proposed variation to Condition 2

Condition 2 relates to the approved plans and requires the development to be carried out in accordance with the approved drawings.

It is proposed that Condition 2 is varied to substitute the relevant approved Stuart Road Block drawings with the revised drawings submitted with this application. A full drawing schedule is provided separately, but the revised drawing package includes:

- 18.137.100.03 Rev P3 — Site Plan;
- 18.137.300.02 Rev P11 — Stuart Road Block Level 00;
- 18.137.300.03 Rev P5 — Stuart Road Block Levels 01–03;
- 18.137.300.05 Rev P9 — Stuart Road Block Level 04;
- 18.137.300.06 Rev P7 — Stuart Road Block Level 05;
- 18.137.300.09 Rev P4 — Stuart Road Block Roof Plan;

- 18.137.310.00 Rev P5 — Stuart Road Block Elevation A;
- 18.137.310.01 Rev P5 — Stuart Road Block Elevation B;
- 18.137.310.02 Rev P5 — Stuart Road Block Elevation C;
- 18.137.310.03 Rev P5 — Stuart Road Block Elevation D;
- 18.137.320.00 Rev P3 — Stuart Road Block Section A.

The submitted Sectional drawing identifies the revised finished floor levels and shows the building height relationship by reference to the 18m threshold from the lowest ground level.

Proposed variation to Condition 7

Condition 7 relates to highway works and requires a detailed highway scheme, to accord substantially with Drawing No. 18-091-004 contained in the Transport Assessment, to be submitted to and approved in writing prior to any above ground construction work. For the avoidance of doubt, the condition extends to the details of construction and surface finishes for roads, footpaths, cycle-ways and car parking areas.

The proposed amendments alter the car parking arrangement serving the development. The Level -1 parking level is omitted and parking is relocated to an enlarged external parking court at Level 0, providing 35 spaces. The revised parking layout, together with swept path analysis, is shown on Drawing No. 18-091-012 appended to the Transport Technical Note. This demonstrates that the revised layout provides sufficient space for vehicles to manoeuvre into and out of each space, and for vehicles to wait clear of the carriageway while the access gates operate.

It is therefore proposed that Condition 7 is varied so that the car parking element of the detailed highway scheme accords with the revised layout shown on Drawing No. 18-091-012, in place of the superseded arrangement. The wider highway works to West Street remain as approved, and the detailed scheme, including construction and

surface finishes, would continue to be secured and discharged in consultation with the Local Highway Authority.

Assessment of the proposed changes

The proposed amendments would result in a materially reduced building envelope when compared with the previously approved Stuart Road Block. The omission of Levels 6–12 removes the upper seven residential storeys and reduces the height, scale and massing of the building. This is a less intensive form of development than the approved scheme and would reduce the visual prominence of the Stuart Road Block within the wider townscape. This is confirmed by the EDLA Townscape and Visual Impact Assessment Addendum, which concludes that the revised Stuart Road Block would retain the beneficial townscape effects of the approved scheme. Because the reduced height responds more sympathetically to the scale and height of the surrounding built form, the Addendum predicts a slight increase in the beneficial townscape effects at the local scale, with the effect on Gravesham Town Centre improving from minor beneficial to minor/moderate beneficial. The Pier Tower would remain the focal point of the Site, maintaining a positive relationship between the two buildings.

The reduction in height is proposed in direct response to the current regulatory context. The revised building has been designed so that it sits below the relevant threshold for classification as a higher-risk building under the Building Safety Act regime. This is necessary to ensure the scheme remains deliverable, while retaining the key benefits of the wider Clifton Slipways redevelopment.

Although the proposal results in a reduction in residential units, the scheme would continue to make a substantial contribution to housing delivery within a sustainable town centre location. The overall scheme would deliver 199 flats, compared with 236 flats under the previous Section 73 approval. The reduction is therefore a consequence of a targeted and necessary design response to regulatory and viability constraints, rather than a change in the principle of development.

The Stuart Road Block would reduce from 115 units to 78 units. The West Street Block would remain unchanged, and the wider mixed-use/public realm benefits of the permission, including the pier-related works, would continue to form part of the approved development. The overall character of the scheme as a residential-led regeneration proposal would therefore remain intact.

The revised parking arrangement is also acceptable. The Level -1 parking area is omitted, with parking relocated to Level 0 within an enlarged external parking court. The number of parking spaces would reduce from 56 to 35 spaces, while cycle parking increases from 256 to 276 spaces. Given the site's highly sustainable town centre location, and the existing acceptance of reduced parking provision in previous permissions for the site, this limited reduction would not give rise to unacceptable transport or highway impacts.

The proposed Level 0 amendments also improve the practical delivery of the scheme by consolidating parking and servicing at ground level. The bin store is adjusted to reflect the reduced number of residential units within the Stuart Road Block, and plant is incorporated at Level 0 to replace the omitted basement plant area. These are logical consequential changes arising from the removal of the basement level and reduction in the overall building height.

Design and townscape

The revised design maintains the broad architectural language established through the previous approval, while reducing the height of the Stuart Road Block. The omission of the upper floors will materially reduce the scale of the building and its impact on surrounding views. The EDLA Addendum confirms that, of the 28 visual receptors assessed in the original Townscape and Visual Impact Assessment, only seven are relevant to the revised Stuart Road Block, as the remaining views are screened by intervening buildings or distance, or relate principally to the Pier Tower. For the close-range receptors, the reduced height results in less foreshortening of views and an increased extent of visible sky, such that a slight increase in beneficial visual effects is predicted. The Addendum concludes that the revised townscape and visual effects do not materially differ from those of the approved scheme, and that the development would remain a new landmark on the skyline that improves a derelict part of the town centre through high-quality design, new public access and the regeneration of a culturally important pier.

The submitted elevations show a six-storey building with a consistent elevational approach, using the previously established material palette of light grey brick, buff brick, metallic feature panels, hit-and-miss brickwork, light buff brick slip cladding, powder-coated metallic balustrades and metallic feature vent panels.

It is recognised that Condition 16 of the original permission requires further details of the final design and elevational treatment to be submitted to and approved by the Local Planning Authority. The purpose of the present Section 73 application is therefore to secure approval for the revised height, massing, floor layout and approved plan references. Detailed façade treatment and material specification can continue to be controlled through the existing condition.

On this basis, the design implications of the proposal are acceptable. The amended building would sit more comfortably within its context than the approved taller form and would reduce the degree of townscape impact previously accepted by the Council.

Housing and affordable housing

The proposal would reduce the number of residential units within the Stuart Road Block from 115 to 78. The overall number of flats across the development would reduce from 236 to 199.

While this represents a reduction in the number of homes, the revised scheme continues to deliver a significant quantum of residential accommodation on a highly sustainable brownfield site. The reduction is necessary to secure a deliverable scheme in light of the current Building Safety Act regime and wider viability pressures.

The submitted plans continue to identify indicative locations for discount market rent or sale properties within the Stuart Road Block. Downriver Properties Ltd, is reviewing the implications of the reduced unit numbers for the existing Section 106 Agreement and will engage with the Council regarding any necessary Deed of Variation. The intention is to ensure that the affordable housing provisions remain deliverable and appropriately aligned with the revised scheme, notwithstanding the conclusions of viability work undertaken to date.

Transport and parking

The proposal reduces overall vehicular parking from 56 to 35 spaces, an overall ratio of 0.18 spaces per dwelling. The Level -1 parking arrangement is omitted, with parking

relocated to Level 0. The Transport Technical Note confirms that ground floor parking provision increases from 22 to 35 spaces as part of the revised external parking court arrangement, of which 3 spaces (9%) would be marked for disabled residents.

The amended parking strategy remains appropriate having regard to the site's central and sustainable location, its proximity to public transport, and the reduced residential unit numbers. The revised ratio of parking to dwellings is not materially harmful and remains consistent with the previous planning judgments made on the site.

Cycle parking is increased from 256 to 276 spaces, comprising 240 spaces in the West Street Block (as approved) and 36 spaces in the Stuart Road Block (an uplift of 20 spaces), which further supports sustainable travel choices for future residents.

Public benefits and deliverability

The amended scheme would continue to deliver the regeneration of a key brownfield town centre site. The amendments are not speculative design changes, but are necessary to respond to changed regulatory and viability circumstances since the previous permission.

The key planning benefit of the amended scheme is that it provides a realistic and deliverable route to implementation. Without the proposed reduction in height, the Stuart Road Block would fall within a more onerous regulatory regime, with implications for cost, programme and viability. The proposal therefore enables the scheme to move forward while maintaining the essential benefits of residential delivery, public realm improvements and the wider regeneration of Clifton Slipways.

Planning balance

The proposed amendments should be considered acceptable for the following reasons:

1. The principle of residential-led redevelopment has already been established.
2. The application relates only to the Stuart Road Block.
3. The revised building is materially lower than the approved scheme.
4. The proposal reduces the visual scale, massing and townscape impact of the Stuart Road Block.
5. The amendments are necessary to respond to the Building Safety Act regime and ensure the scheme remains deliverable.
6. The overall scheme would still deliver 199 flats in a highly sustainable town centre location.
7. The transport and parking changes are limited and proportionate.
8. Cycle parking is increased to 276 spaces.
9. The West Street Block and wider site regeneration benefits are retained.
10. Any required changes to the Section 106 Agreement can be addressed through a Deed of Variation.

Conclusion

The proposed amendments represent a proportionate and justified response to current regulatory and viability constraints. The revised Stuart Road Block would be lower, less visually prominent and more deliverable than the approved scheme, while maintaining the wider benefits of the Clifton Slipways redevelopment.

The application can properly be determined under Section 73, through the substitution of revised approved plans under Condition 2, together with the consequential variation

of Condition 7 to reflect the revised car parking layout. The amended development would remain consistent with the operative permission and would not give rise to unacceptable planning, design, transport or amenity impacts.

We therefore respectfully request that the Council grants permission for the variation of Conditions 2 and 7 to allow the development to proceed in accordance with the submitted revised plans.

Yours sincerely,

A solid black rectangular box used to redact the signature of Nick Webb.

Nick Webb
Development Manager
Quinn Estates Ltd