

From the joint residents of

Corporate Postbox

02 SEP, 2025



Avereng Gardens
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Avereng Gardens
Folkestone
Kent CT195HU

Chief Planning Officer
Folkestone & Hythe District Council
Civic Centre
Castle Hill Avenue
Folkestone
Kent
CT20 2QY

cc Kent County Council Highways
cc Folkestone Town Council

29 September 2025

Dear Sir/Madam

Application number 25/1487/FH

Proposal Proposed single storey rear extension & erection of detached garage. Conversion of existing integral garage to habitable room.

Site location 20 Cornwallis Avenue, Folkestone, CT195JB.

We, all the residents of Avereng Gardens (listed above), object to this planning application to create a new garage building fronting onto Avereng Gardens and creating a new access from 20 Cornwallis Avenue to the public highway. We provide our objections below.

- Avereng Gardens is located within the settlement boundary policy SS3 & SS1 being an urban "District Character Area". The Folkestone & Hythe Core Strategy (March 2022) "The Core Strategy" discusses the unique characteristics of the Urban Area, including the negative impact of sub-divided dwellings and the management/ maintenance of privately-owned housing.

The location and design of the proposal will diminish the character of the settlement area to the existing principal elevations, making the new rear garage of 20 Cornwallis Avenue the main direct focal point when viewed from various positions along Avereng Gardens, and also when viewed from various existing properties. This should not be the case as it would detrimentally diminish the look and feel of the cul-de-sac as a result of being substantially altered. In addition, development in this location sets precedent for a new building which, subject to a separate planning application could in the future become a new dwelling, contrary to the issues identified

with similarly poorly planned development in the Core Strategy. We therefore believe that any building at the rear of 20 Cornwallis Avenue opening into Avereng Gardens would not satisfy the Councils policies SS1 & SS3 and would therefore not be acceptable (please see images on pages 4,5,6).

- F&H DC Places & Policies Local Plan (Adopted September 2020) "the Local Plan" policy HB1 1. emphasises the need for a proposal to "make a positive contribution to its location and surroundings, enhancing integration while also respecting existing buildings and land uses". The proposals clearly contradict this policy by negatively impacting the location and integrating poorly with existing buildings and land uses along Avereng Gardens and the character of the cul-de-sac.
- The Local Plan policy HB8 "Alterations and Extensions to Buildings" discusses the potential to detrimentally affect the street scene/ visual quality. It states that "Garages should be set back six metres from the highway boundary" in order to allow a vehicle to stand clear of the highway while the doors are being opened or for cleaning/ maintenance purposes. It also states that "The Council will also apply the considerations set out above in assessing the impact of new build residential development on existing dwellings neighbouring or close to the proposal". This policy will not be satisfied (please see images on pages 4,5,6). The proposals are clearly not acceptable in design terms as they fail to accord with policy.
- Places & Policies Local Plan policy HB8 states at 5. iii that "The extension should respect the building line to all streets onto which the property faces". The proposed garage is setback 1m from the public highway. The visual quality of the street scene would not be consistent and it would be to the detriment of the character and appearance of the area. Currently all properties along Avereng Gardens are at least 6m setback from the public highway and the street is characterised by well-maintained principal /front elevations. As the proposal is for a new rear garden garage development it should therefore respect the principal character elevation distances of Avereng Gardens. This policy will be not complied with (please see images on pages 4,5,6).
- Policy HB8 states that "the scale & proportions" should not have a detrimental impact. The close proximity that the proposed garage has to the entrance driveway and habitable windows of no.8 Avereng Gardens, means that we believe this alters the open character, the feel and of the use of the property, and would have a detrimental impact to residential amenity. The existing current spacing between properties and driveways would not be maintained. The use and enjoyment (residential amenity) of no.8 Avereng Gardens driveway will be particularly impacted. The proposed garage doors would over sail the public highway and interfere with daily usage. A sense of enclosure and overlooking will be evident. Although the scale & proportions seem reasonable, its planned location, which is slotted into the end of the gardens, and being immediately adjacent to No 8 Avereng Gardens driveway is not acceptable in design terms. This policy is not complied with in our view (see images below on pages 4,5,6,).
- Policy HB10 Development of Residential Gardens requires that "The proposal responds to the character and appearance of the area, as well as the layout and pattern of the existing environment, taking into account views from streets, footpaths and the wider residential and public environment". It also states that adequate access is provided. These criteria would not be met, for reasons set out in detail above. Please see images below on pages 4,5,6 showing the direct relationship along with dimensions.

- The images below on pages 4,5,6 show current street views with the proposed garage scaled in perspective view, along with site survey measurements & proposed dimensions showing the full impact of the proposal on the street scene and the close proximity to no.8 Avereng Gardens. It would suffer along with the change to the historic open design.
- The KCC Kent Design Guide describes best practice for Visibility, Transport & Parking standards. KCC Highways would need to consider the implications of a new access onto the public highway at Avereng Gardens. As it is a cul-de-sac and formed of a turning circle with residents parking either side, safety concerns would need to be considered.

The proposed garage is located directly onto the turning circle facing directly down Avereng Gardens. All traffic is required to undertake a 3-point turn including not just resident's or visitors vehicles, but delivery and servicing/refuse vehicles. If there were occasional parking by the proposed garage this would make turning extremely difficult. The Garden's turning circle is in constant use and would see the garage doors overhanging the public highway.

We believe any further new opening onto the turning circle would be unsafe and not in-keeping with the existing street design. Please see images on pages 4,5,6, specifically image 4 & 5 which shows how we, the residents, typically currently use the on-street parking, taken on Saturday 23 August 2025. Consenting this application will cause many issues regarding traffic turning, parking and visibility.

- The nature of a cul-de-sac with family housing that does not allow for through traffic creates an environment safe for play and enjoyment. This would be lost by terminating the cul-de-sac with a garage. Therefore, road safety at the turning circle is a real concern which needs to be considered with this application.

Granting this application would permanently alter the historic character of the open designed street scene. It does not comply with the council's policies. If this were to be permitted it would set a precedent for built form towards converting the house into separate flats and/or an Annexe for the elderly or even a full new proposed residential house application all of which we regard as not appropriate for the character of the area, which would therefore also be subject to Policy HB9 of the Local Plan, which it would similarly fail to satisfy.

20 Cornwallis Avenue benefits from parking on their existing driveway, as well as on their wide avenue. They also currently benefit from an integral garage. In effect by moving their garage from the front of their property, to their rear, which is in fact our principle front elevations, is not acceptable to us.

Therefore, we are strongly against any new building fronting and opening onto Avereng Gardens.

Yours faithfully

Avereng Gardens – residents of 

Image 1 shows the proposed garage outline at the end of the turning circle along with dimensions.



Image 2 below shows the proposed garage outline in red at the turning circle with the proposed 1m setback. It also shows the proposed garage door opening into Avereng Gardens in cyan.



Image 3 below shows the current street scape looking towards the turning circle



Image 4 below taken Saturday 23 August 2025 looking towards the turning circle



Image 5 below taken Saturday 23 August 2025 looking towards the entrance of Avereng Gardens

