Outlook

HMO Consultation – Policy HOU 13 – Resident Response

From Ciara [redacted]
Date Tue 29/09/2026 09:11
To Local Development Plan <ldp@derrystrabane.com>

To whom it concerns,

I live on de Burgh Terrace in Rosemount and I would support a 10% cap on HMOs.

My concern is not about people living in HMOs, but about what happens when too many properties in a small residential area become HMOs and the impact that has on the people already living there.

Parking is already a real issue on our street. There simply isn't enough space for the number of cars and we regularly have cars parked on yellow lines or in places that make access difficult. With an HMO you can potentially have several adults living in one house, each with their own car, so even one property can add considerably to the pressure.

It isn't just about not being able to park outside your house. De Burgh Terrace is a narrow street and we need to be able to get larger vehicles in. Oil delivery lorries, delivery vehicles and tradespeople all need access. I have had practical experience of how difficult it can be to get larger vehicles and services into the street because of the way cars are parked. More importantly, there needs to be enough room for a fire engine or other emergency vehicle to get through when needed.

I also think there is an impact on the community when there is too high a concentration of HMOs. This is a settled residential street where people know their neighbours and look out for each other. A large transient population, where people are moving in and out regularly, inevitably changes that. There needs to be a balance between providing rented accommodation and retaining stable residential communities.

For that reason I think a 10% cap is reasonable. It still allows HMOs within residential areas but prevents them becoming overly concentrated in particular streets.

I would also like the Council to look at the cumulative impact when considering applications. An individual HMO might not seem significant when looked at on its own, but that doesn't reflect what it is like to live in a street where parking and access are already under pressure.

For me, the 10% cap is about keeping a reasonable balance and making sure established residential areas like Rosemount remain places where people can put down roots and feel part of a community.

Kind regards

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