

## Appendix 1 Article 4 Direction Comments

Rep Number	Comment	Officer Response	Recommendation
C1	Waste of time as if pushing the correct MPs button will be approved regardless	It is not clear what change is sought, by this comment	No change
C2	That HiMOs already in existence gain planning permission. Beaumont Way in Hampton has at least 5 HiMOs and I believe another house has just been sold to people planning to turn it in to a HiMO. Parking is already at a premium especially as HMOS on Hargate Way lead to parking on Beaumont Way.	It is an option for existing small HMOs to establish a lawful planning status, in advance of the Article 4 Direction coming into force. There is no planning power to force retrospective planning applications where small HMOs were already in existence before an Article 4 Direction took effect.	No change
C3	There is no room for any parking and many streets are impassable so I would personally ban any more designations of HMOs, they are destroying the area now. A few is alright, the sheer number is terrifying.	The Article 4 Direction is not able to create a blanket ban on new small HMOs, it simply requires planning permission to be applied for. The intention is to manage new small HMOs.	No change
C4	Lakeview Way does not appear to be included in the list of roads.	It was incorrectly omitted from the list, but is clearly shown on the map, within the area covered by the pilot.	<b>Amend</b> list of addresses covered by Hampton Article 4 Direction to include Lakeview Way
C5	I think the area should be extended in Woodston to cover Queens Walk, Palmerston Avenue and surrounding roads as there are many HMOs already there	It is acknowledged that the pilot areas do not include all identified areas with existing HMOs. The view was taken that a variety of different pilot areas would provide better information for us to monitor and review the operation of the Article 4 Direction. It may be that this process would indicate that Queens Walk and Palmerston Avenue should be included within it.	No change

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C6	Words to reflect that an assessment of other HiMO within given or adjacent area needs to be more explicit	The local plan, as well as national planning policy, are clear that residents' amenity is a key consideration when determining planning applications. It is open to the local plan review to include a specific policy concerning small Homes in Multiple Occupation.	No change
C7	Now might be a good time to address the illegal running of brothels in a residential area. There are two full time brothels running in close proximity to the Nisa shop.	This is outside the scope of an Article 4 Direction	No change
C8	Community Officers to Patrol drug taking areas and supply, vandalism to bus shelters and graffiti	This is outside the scope of an Article 4 Direction	No change
C9	There should be NO HMO in Peterborough	The Article 4 Direction is not able to create a blanket ban on new small HMOs, it simply requires planning permission to be applied for. The intention is to manage new small HMOs.	No change
C10	Just stop HMOs in Hampton area. Already a huge issue on Lady Charlotte road. Just waiting for a fire to happen and chances are the fire brigade won't be able to drive pass. Just silly to pass a HMO in a really cramped area.	The Article 4 Direction is not able to create a blanket ban on new small HMOs, it simply requires planning permission to be applied for. The intention is to manage new small HMOs.	No change
C11	<ol style="list-style-type: none"> <li>1. There needs to be retrospective consequences as our street has been ruined by an HMO - not licensed- that has just been established.</li> <li>2. I fear who tenants are as they were escorted in and parking is</li> </ol>	<ol style="list-style-type: none"> <li>1. This is outside the scope of an Article 4 Direction</li> <li>2. Parking has been consistently raised as an important issue for residents, and is one of</li> </ol>	No change

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	<p>impossible. It is a complete joke. Have lived here for 20 years. The council have watched the issue arise with their eyes open and unfortunately for our street it is too little too late.</p>	<p>the factors that will need to be taken into account when a planning application is made, to convert a house to a small HiMO.</p>	
C12	<ol style="list-style-type: none"> <li>1. Hampton Vale is already a much more densely populated area than neighbouring Hampton Hargate, due to the proliferation of 3-Storey Housing and Larger scale Blocks of Flats. HMO's smaller and larger should be banned in Hampton Vale, completely, and where one exists already should be tightly controlled and regulated, and any change of owner ought to lead in the loss of any HMO licence for that property completely (including an owner attempting to change its ownership from a sole owners or partnership into another ownership vehicle - Limited Co, Trust etc)</li> <li>2. Failure to enact the full licensing of HMOs big and small in Hampton Vale would only exacerbate any current issues seen by those affected, on... <ul style="list-style-type: none"> <li>* Over-crowding</li> <li>* On-Street Parking, kerb parking etc</li> </ul> </li> </ol>	<ol style="list-style-type: none"> <li>1. It is an established legal principle that a planning permission runs with the land and not the applicant. It is not possible to retrospectively impose tighter controls on an existing lawful HiMO. It is also not possible for an Article 4 Direction to ban new small HiMOs, rather the intention is to manage new small HiMOs.</li> <li>2. The issues listed were all identified as issues, which were subject to the consultation. The Council does have other powers, beyond the planning status and an Article 4 Direction, to manage a number (but not all) of these issues.</li> </ol>	No change

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	<p>(due to lack of off-street parking)</p> <ul style="list-style-type: none"> <li>* Noise / poor behaviour</li> <li>* Waste Management</li> <li>* Viability on dental, doctors services, schools etc</li> </ul> <p>3. This consultation should be implemented into a much more aggressive of licensing of all HMOs in this area, and delicensing of them, for any failing to address and adhere the basics set out above. Hampton Vale needs this protection.</p>	<p>3. Licensing is beyond the scope of the Article 4 Direction.</p>	
C13	<p>Needs to be adequate parking. There are 5 parking bays for 10 houses on my part of Oundle road, one of these houses is now a FIVE bed HMO the parking was a ridiculous before, now it is just impossible to park anywhere near my home</p>	<p>Parking has been consistently raised as an important issue for residents, and is one of the factors that will need to be taken into account when a planning application is made, to convert a house to a small HiMO.</p>	No change
C14	<p>As a Hampton resident for over 15 years parking has consistently been a problem. Cars all over the place, on pavements, grass verges etc. the main cause of this is HMOs and a lack of parking. I've seen several wing mirrors clipped and people with pushchairs unable to walk along a pavement!</p>	<p>Parking has been consistently raised as an important issue for residents, and is one of the factors that will need to be taken into account when a planning application is made, to convert a house to a small HiMO.</p>	No change
C15	<p>Full support with no changes</p>	<p>Support welcomed</p>	No change
C16	<p>1. All HMO requests should be refused as there is already far too much damage to the environment. Among the many reasons:</p>	<p>1. The Article 4 Direction is not able to create a blanket ban on new small HMOs, it simply requires planning permission to</p>	No change

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	<p>Try watching the bin lorries come around the corner of Coppen road, watch as the lorry has to leave the road and go onto the grassed area, churning the mud as it does, in order to avoid parked cars taking up half of what is already a narrow road with a 90 degree BLIND bend.</p> <p>2. Even driving INTO Coppen road, especially at school pick up and drop off times, is virtually impossible - double parking is rife. Apart from the nuisance, this could potentially be dangerous, if an ambulance was attempting to get through. There is NOWHERE for these parent drivers to park their car. WHY NOT? There's plenty of spare land.</p>	<p>be applied for. The intention is to manage new small HMOs.</p> <p>2. Parking has been consistently raised as an important issue for residents, and is one of the factors that will need to be taken into account when a planning application is made, to convert a house to a small HiMO.</p>	
C17	<p>Most houses are 4/5 bedroom which means, as my family have seen , can mean 6/7 cars per house. There is not enough space to accept this number. Our road is quite small and has been absolutely horrendous.</p>	<p>Comments noted</p>	<p>No change</p>
C18	<p>Retrospective review of current HiMO in Hampton</p>	<p>This is outside the scope of an Article 4 Direction</p>	<p>No change</p>

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C19	<p>Reasonable provisions need to be made to ensure that CLD Applications for Existing HiMOs (both Licensed and Unlicensed) are approved.</p> <p>This includes HiMOs which are used by Charities and other Organisations to provide somewhere for Vulnerable members of Society.</p> <p>Such individuals may not hold ASTs, as their care is something agreed between the parties, that a Landlord (HiMO License Holder) would not have sight of.</p> <p>In these cases, a signed Lease agreement between the Lessor and the Lessee should be acceptable evidence of existing use as an HiMO.</p>	<p>It is an option for existing small HMOs to establish a lawful planning status, in advance of the Article 4 Direction coming into force. There is an established process for that, and the supporting evidence submitted will be assessed on a case by case basis.</p>	No change
C20	<ol style="list-style-type: none"> <li>1. Get rid of HMO Innerwick Place</li> <li>2. We have 2 next door to each other both with 4/5 bedrooms that's 10 cars in 2 houses leaves no where for home owners to park.</li> </ol>	<ol style="list-style-type: none"> <li>1. This is outside the scope of an Article 4 Direction</li> <li>2. Parking has been consistently raised as an important issue for residents, and is one of the factors that will need to be taken into account when a planning application is made, to convert a house to a small HiMO.</li> </ol>	No change
C21	<ol style="list-style-type: none"> <li>1. Sub letting to be illegal and owner responsible for maintaining agreed planning restrictions.</li> <li>2. Parking space to be available for each unit within HMO</li> </ol>	<ol style="list-style-type: none"> <li>1. This is outside the scope of an Article 4 Direction</li> <li>2. Parking has been consistently raised as an important issue for residents, and is one of the factors that will need to be taken into account when a planning application is made, to convert a house to a small HiMO. This is</li> </ol>	<ol style="list-style-type: none"> <li>1. No change</li> <li>2. No change</li> </ol>

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		set out in the local plan, as well as national planning policy.	
C22	The Hampton area seems to exclude Turnpike Road but includes adjoining streets - Turnpike Road must also be added	It was incorrectly omitted from the list, but is clearly shown on the map, within the area covered by the pilot.	<b>Amend</b> list of addresses covered by Hampton Article 4 Direction to include Turnpike Road
C23	<ol style="list-style-type: none"> <li>1. Not necessarily a change, but it isn't clear whether the lawful development certificate current landlords can apply for is as stringent as the Article 4 process itself. If not it should be.</li> <li>2. Article 4 should have been in place many years ago and many of the HMOs shouldn't have been permitted in the first place. Peterborough was in the prime position to be the place of choice for growing families, but due to the relatively cheap housing, the area been taken advantage of greedy landlords and estate agents. This needs to tackled retrospectively as areas and small family communities have destroyed, by HMOs, which add absolutely nothing to the community.</li> </ol>	<ol style="list-style-type: none"> <li>1. The Lawful Development Certificate (LDC) requirements are different to the Article 4 Direction requirements. An LDC is limited to establishing the lawfulness of a development or use.</li> <li>2. It was not felt that the evidence was strong enough to support an Article 4 Direction. More recently, it was decided to operate an Article 4 Direction within three very different pilot areas, to test its effectiveness and to improve the evidence base. It is intended that the pilot will be reviewed. Retrospective action is not possible within an Article 4 Direction</li> </ol>	No change
C24	If there is found to be an issue with HMO's, then the directive should be targeted to the select few streets that have become a problem.	This is why the Article 4 Direction is a pilot, to test the impact and consequences both for areas currently accommodating more HiMOs, and neighbouring areas that are not subject to the	No change

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		pilot. A risk to introducing restrictions in specific areas is that small HiMOs are displaced to other areas. We will monitor this, and review the Article 4 Direction if necessary.	
C25	Planning should be mandatory for HMO irrespective of size.	That is the purpose of the Article 4 Direction, as presently larger HiMOs already require planning permission	No change
C26	HMO are generally louder more antisocial and ruin the family environment of the area	Comments noted	No change
C27	Reducing affordable housing will impact the local residents, with ever increasing rents this proposal will make living even harder.	This is identified as a risk, and is one reason why the Article 4 Direction is to be piloted. If the monitoring shows that rents rise disproportionately as a result of the requirement for planning permission to convert to a small HiMO, the Article 4 Direction should be reviewed. One of the options in any policy review is to cease to operate that policy.	No change
C28	The houses were built for families, not for landlords to make money which leads to overcrowding not just people, increasing traffic	Comments noted	No change
C29	There are to my knowledge, 3 HMO's in the small area around me. There is also a house that changed purpose to become a care home. At times 4 carers parking cars from 7am-9pm & others from 9pm-7am. The house has 1 garage with space in front. 2 houses have up to 5 tenants. They only have street parking as the landlord has not allowed them the space in front of the	<p>Parking has been consistently raised as an important issue for residents, and is one of the factors that will need to be taken into account when a planning application is made, to convert a house to a small HiMO.</p> <p>The Article 4 Direction is not able to create a blanket ban on new small HMOs, it simply</p>	No change

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	garage. They all need somewhere to live, but Vale Drive is a main bus route, a road that leads straight to a primary school. There isn't room for all the vehicles now. Please don't allow any further HMO's	requires planning permission to be applied for. The intention is to manage new small HMOs.	
C30	Most small HMO's only really affect parking. People need cheaper places to live and they are a god send for single people. Well managed HMO's generally cause no issues. A lot of family homes can have 3 or 4 cars at the property depending on the age of children. This will just be another landlord tax in my eyes.	<p>Parking has been consistently raised as an important issue for residents, and is one of the factors that will need to be taken into account when a planning application is made, to convert a house to a small HiMO.</p> <p>The Article 4 Direction is not able to create a blanket ban on new small HMOs, it simply requires planning permission to be applied for. The intention is to manage new small HMOs.</p>	No change
C31	there should be no HMO IN Peterborough	The Article 4 Direction is not able to create a blanket ban on new small HMOs, it simply requires planning permission to be applied for. The intention is to manage new small HMOs.	No change
C32	Too many cars parking on roads	Parking has been consistently raised as an important issue for residents, and is one of the factors that will need to be taken into account when a planning application is made, to convert a house to a small HiMO.	No change
C33	Overcrowding of off street parking with multiple cars mounting grass verges & pavements narrowing accessibility of already narrow road around residential areas. Also the lack of care with neighbourhood littering.	Parking has been consistently raised as an important issue for residents, and is one of the factors that will need to be taken into account when a planning application is made, to convert a house to a small HiMO.	No change

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C34	2 HMO next door to each other 10 cars leaves home owners no where to park.	Parking has been consistently raised as an important issue for residents, and is one of the factors that will need to be taken into account when a planning application is made, to convert a house to a small HiMO.	No change
C35	<ol style="list-style-type: none"> <li data-bbox="421 491 909 1098">1. The council has enough powers at it's disposal to manage HMO's, including the fit and proper person test, measures against anti social behaviour and bin collection and storage. I live in Hampton and have no issues with parking which seems to be the main objection in the area. The problems this article is addressing are on a select few streets. These houses have covenants preventing change of use to HMO. The council should be utilising their existing permitted development rights if they feel there is an issue effecting the local community.</li> <li data-bbox="421 1137 909 1377">2. Furthermore, there is a shortage of affordable housing and HMO's are an important source of affordable housing for local residents. The council need to address this otherwise rents will rise pushing local residents out of the area.</li> </ol>	<ol style="list-style-type: none"> <li data-bbox="943 491 1518 954">1. The Article 4 Direction specifically covers small HiMOs. It is true that licensing and other controls are available to manage the quality of accommodation, and the Council does have other powers to address anti-social behaviour that are outside the planning system. The purpose of the pilot areas is to monitor its impact and consequences. Covenants are outside the planning system. The Article 4 Direction has the effect of amending a specific permitted development right to convert a house to a small HiMO.</li> <li data-bbox="943 1137 1518 1377">2. This is identified as a risk, and is one reason why the Article 4 Direction is to be piloted. If the monitoring shows that rents rise disproportionately as a result of the requirement for planning permission to convert to a small HiMO, the Article 4 Direction should be reviewed. One of the</li> </ol>	No change

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	<p>Hampton also has excellent transport links into the town centre.</p> <p>3. I understand council budgets are tight, but this should not be implemented purely as a revenue generator.</p>	<p>options in any policy review is to cease to operate that policy.</p> <p>3. The Article 4 Direction is not intended to generate revenue, and the assumption is that it would be cost neutral (in other words the income generated by planning application fees would cover the cost of determining those planning applications).</p>	
C36	Does not benefit local residence and support the wider housing need. Pushes HMO's to other areas of town, areas of greater HMO density not part of the pilot.	This is why the Article 4 Direction is a pilot, to test the impact and consequences both for areas currently accommodating more HiMOs, and neighbouring areas that are not subject to the pilot. A risk to introducing restrictions in specific areas is that small HiMOs are displaced to other areas. We will monitor this, and review the Article 4 Direction if necessary.	No change
C37	Multiple occupancies put a huge strain on resources and lead to communities losing cohesion.	This is why the Article 4 Direction is a pilot, to test the impact and consequences both for areas currently accommodating more HiMOs, and neighbouring areas that are not subject to the pilot. A risk to introducing restrictions in specific areas is that small HiMOs are displaced to other areas. We will monitor this, and review the Article 4 Direction if necessary.	No change
C38	(Park) I am in favour of the proposals	Support welcomed	No change
C39	I agree with Article 4	Support welcomed	No change
C40	Living as I do in the Hamptons, I am surrounded by cars. Cars are everywhere, every street is lined with them, every bit of	When the earlier phases of Hamptons were planned, it was Government policy for a maximum of 1.5 car parking spaces per house.	No change

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	<p>accessible footpath or paved area is subject to their occupation. Parking on double yellow lines near the shops in the Vale is standard. Parking on the grassed area across from our home is regular at school times, churning the mud which is then spread down the road, mud walked in on people's feet.</p> <p>So my point is this: Was it beyond the ability of ANYONE not to see the need for car parking at the local primary schools? Was it truly beyond the ability of the council to prevent the modification of standard homes into multi-occupation, with at least one car for each occupant and nowhere to put them except on the already crowded roads and streets?</p> <p>So I am absolutely NOT in favour of any more of these appalling conversions.</p>	<p>The Government policy subsequently changed, and more recent planning permissions for development of the Hamptons have included both more car parking, and a condition to prevent conversion from a house to a small HiMO. This Article 4 Direction regularises this across the entire area of the Hamptons.</p>	
C41	<p>I would like to express that oppose the article 4 proposal. It appears to be a money making scheme more than anything and discourages investment in the area.</p>	<p>The operation of an Article 4 Direction is expected to be cost neutral (in other words neither making a profit nor a loss for the planning authority).</p>	No change