

REPRESENTATIONS

NO.	COMMENTS
1	<p>We would like to object on two planning applications which are near to us.</p> <p>Reference number 24/00263/PPP Housing Development, East Tarbert Isle of Harris.</p> <p>1. Light pollution/ In a rural area coming from one building with a number of units, cars, and outside lights.</p> <p>2. Road/ This area already has a problem with speed as it is a 60mph until sunny hill and also traffic volume as it is a main road connecting to Scalpay. To have an extra 14 or more cars coming from one access on to the main road would impact safety on road users and pedestrians.</p> <p>3. pedestrians/cyclists There are no cycle lanes or pavements between the proposed development and sunny hill. Again this is a 60mph main road which adds to the safety of pedestrians and cyclists.</p> <p>4. Noise pollution/ This is a quiet area with homes situated on or surrounded by crofts. To put a large number of people living in one unit you will have a constant flow of traffic during the day and night coming from one area. There will be early shifts and late shifts. You also increase the number of people, cars and noise with the visitors, visiting the residents.</p> <p>5. Refuse Bins/ This unit with a number of different residents will increase the refuse smell and bins in our small area. We also we have a stream that connects from that area on to our croft which our animals use.</p>
2	<p>Ref: 24-00263-PPP Housing development East Tarbert Isle of Harris</p> <p>This proposed development will cause road safety issues for pedestrians walking to and from the development as it is a national 60mph stretch of road with no pavements and no street lighting. The increase in noise pollution and increase in traffic will be detrimental to all locals living in the area.</p>
3	<p>Objection Letter to Planning Application - 24/00263/PPP</p> <p>Housing Development, East Tarbert, Isle of Harris</p> <p>We write as active tenant crofters at 1 Tarbert, Isle of Harris, to strongly object to the above planning application.</p> <p>Loss of Privacy</p> <p>The planned location for the development will result in loss of privacy for the local residents with the proposed build overlooking and in close proximity to private residential properties in the area.</p> <p>Traffic Generation</p> <p>Throughout the timescale of the planned building works there is a high likelihood of increased traffic generation including heavy plant and machinery. This increase will be in addition to regular traffic</p>

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	<p>levels within the area resulting in potential damage to road surfaces, increased danger to pedestrians/cyclists/road users and a greater risk of pollution.</p> <p>On completion of the project, with the purpose of the build being to accommodate multiple residents, there will be a permanent increase in levels of traffic and pollution throughout the area.</p> <p>The main road access to this development site currently has no street lighting or pavements. The potential risk to pedestrians/cyclists/road users, particularly in hours of darkness and winter periods is significantly increased.</p> <p>Noise and Disturbance</p> <p>Due to the increased number of temporary inhabitants in the area, there will be an inevitable increase in noise levels and potential disturbance in a currently quiet, countryside setting.</p> <p>As a result of the proposed accommodation offering temporary multiple occupancy only, there will be limited accountability held by the occupants towards ongoing cleanliness and maintenance of the property i.e. complying with regular refuse and recycling collections, general cleanliness around the property etc. There is evidence of the above issues at current multiple occupancy quarters for seasonal workers in the area.</p> <p>Impact on Neighbours</p> <p>All of the above points will negatively and directly impact all the residents in the area.</p> <p>Devaluation of Property</p> <p>Any future sales of property are likely to be negatively affected by the close proximity to this type of development. The introduction of this type of build will almost definitely be detrimental to the valuation of and affect the interest of potential buyers.</p> <p>Rental properties near to this development could also be negatively impacted in terms of attracting visitors/potential residents.</p> <p>Infrastructure/Environmental Concerns</p> <p>There is no main sewer serving this proposed location. We hold significant concerns with regard to increased amounts of sewerage/waste water and how this will be effectively managed.</p> <p>There is a river in close proximity to the development which runs through two adjacent crofts. We hold significant concerns in connection to increased pollution within the river and the potential effect on livestock/wildlife in the area.</p> <p>Due to the lack of initial consultation with local residents regarding this development before submitting a Planning Application, we strongly object to the proposed building works detailed above. It is apparent that the correct procedures have not been followed by the organisation responsible for the application.</p>
4	<p>Reference number 24/00263/PPP Housing Development, East Tarbert, Isle of Harris</p> <p>We have just been made aware of 2 key worker accommodation developments proposed for Sunnyhill and East Tarbert which we strongly object to as not only will it have a detrimental impact on us and</p>

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	<p>residents living close to these proposed sites but it will have a huge negative impact on the village of Tarbert as a whole. Noone wants our quaint, lovely village turned into a development jungle, a combined total of 28 x 1 bed units which would spoil the unique rugged rocky landscape that Harris is so famous for as well as the character of the place and potential impact on wildlife at both these sites.</p> <p>Having been born and brought up on Harris and my husband has been living here for over 35 years, we are appalled that such developments would even be considered to be "squeezed" into an already densely populated part of the village - Harris has vast areas of unoccupied/unused land that could be utilised for this purpose instead of upsetting and intruding on locals and their daily way of life.</p> <p>Another potential additional 14 vehicles at the East Tarbert site are a safety worry too. This is in an area where there is no pavement at all to get to it. It is a very busy road with no street lighting along that stretch of road. This leads to additional road safety issues for anyone walking to/from the East Tarbert proposed site to centre of the village. People would need to walk on the main road as grassy verges are very uneven and bumpy and that whole long stretch of road would be unlit at nights. The wider community of Harris/Scalpay drive on this road daily so a road safety concern for so many islanders who commute on this stretch of road too.</p> <p>Another very significant concern is the use of the developments as single bedroom properties for the use of key worker accommodation. Each of these developments would have 14 different working people staying in them with potentially 14 different shift patterns which could span a whole 24 hours a day, 7 days a week - day shifts, night shifts, back shifts, split shifts etc. In light of all the daily/nightly commotion this will create with people/vehicles coming and going at all hours, the subsequent impact on current residents in this area would be huge so it would be extremely unfair and unreasonable to allow such developments to go ahead especially on the presently proposed Sunnyhill site as this site is far too close to lots of properties, a number with elderly occupants. Such developments that will most definitely create 24 hour a day activity, noise and general mayhem need to be built in areas that do not pose any inconvenience or disruption to neighbouring households and we hope this will be taken into serious consideration.</p> <p>Both developments in the East Tarbert area would most certainly lower the value of all the properties in this area which is extremely unfair to local residents and very worrying to us as property owners. This coupled with the additional noise levels with both day and night time workers commuting back and forth, possible vermin from additional 28x4 refuse bins needed, (or if less provided- overflowing ones!), pollution from an additional 28 cars/large vans, intrusion of privacy, sewage concerns, potential water pressure issues, lighting implications, and site access/road safety concerns at all times of the day and night all lead us to hope that you scrutinise the proposed sites for these 2 development planning applications and take into consideration all the concerns we have raised and the inevitable impact it would have on the residents of this part of Tarbert and beyond should these developments be allowed to go ahead where proposed.</p>
5	<p>Ref: 24-00263-PPP Housing development East Tarbert Isle of Harris</p> <ul style="list-style-type: none"> • Noise and light pollution from vehicles and Building will be detrimental to all local residents and businesses. • Road safety. It's already a busy fast road with national speed limit (60mph) with no pavement and no street lighting which poses a safety issue to people having to walk to and from the premises.

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6	<p>I want to object to both planning proposals</p> <p>Ref: 24-00263-PPP Housing development East Tarbert Isle of Harris</p> <p>Both proposed developments negatively impact on neighbours and the local community.</p> <p>Noise pollution. Light pollution. Overlooking other properties. Road safety issues. Health and safety issues.</p> <p>I strongly object to both Proposals.</p>
7	<p>We are writing in objection of the 2 housing development plans in Sunnyhill and East Tarbert, both North Harris.</p> <p>**Reference number 24/00263/PPP Housing Development, East Tarbert, Isle of Harris</p> <ul style="list-style-type: none"> - The above project will have a detrimental affect on our privacy due to its close proximity and passing of our property as well as potential devaluation of our property. - It will also increase noise and light pollution in our area due to the sharp increase in population and the passing of our property; we have a young family and this will affect sleeping patterns. - We have huge road safety reservations. There are no street lights and no pavements beyond Sunnyhill and it instantly becomes a national speed limit section. This will be a life threatening hazard especially in winter months, and for people commuting to the housing development on foot and also to our own family and neighbours due to the increase in traffic on an already busy section of road. Also, our children walk and cycle to school so this will heighten the risk element involved in this. This in part due the direct passing of our property. - Also, waste is a problem. Each house in our area has 4 bins. That is an increase of 56 bins. The smell and risk of vermin is another hazard we would have to contend with.
8	<p>We would like to object to two planning applications which are near to us.</p> <p>Reference number. 24/00263/PPP Housing Development, East Tarbert, Isle of Harris.</p> <p>This is a fast and busy main road with no reduced speed limit at this proposed development. Pedestrians have to mount the verge as there are no pavements which is dangerous at night with poor visibility due to no streetlights, which if put in place would add to the light pollution from the development.</p> <p>With the high volume of traffic and noise pollution during normal working hours, this will increase further with unsociable working hours.</p>

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	<p>On multiple occasions traffic have mistaken our driveway for the proposed access road. Incidents will be sure to multiply with this development.</p> <p>Overlooking our house this development invades our privacy and decreases valuation of our property which was built over 60 years ago.</p>
9	<p>We are the owners of Flodigarra, East Tarbert, HS3 3DB which is located on the south side of the C78 road to the south-west of Sunnyhill.</p> <p>Whilst we recognise the need for key worker accommodation and are supportive of this application, we do have some concerns regarding the provision of safe walking routes between the proposed development and the centre of Tarbert.</p> <p>We have also submitted a similar response for the Key Worker Accommodation application at Sunnyhill (24/00262/PPP) which includes some of the points highlighted below.</p> <p>We regularly walk from our house to the centre of Tarbert as well as from our house to Iomairt an Obain so these comments/observations are based on regular personal experience.</p> <p>Our particular areas of concern are as follows:</p> <p><u>1. Traffic Speed on the C78 between the application site and the centre of Tarbert</u></p> <p>The section of the C78 between the proposed site and the centre of Tarbert currently includes a section where the national speed limit applies and a section with a 30 mph speed limit. The current 30 mph speed limit starts approximately 100m east of Sunnyhill when travelling in a westerly direction.</p> <p>We observe regular non-compliance with the 30mph speed limit by traffic travelling in both directions. Of particular concern is the speed of westbound traffic as it enters the 30mph speed limit area to the east of Sunnyhill and as westbound traffic comes down the incline to the west of Sunnyhill.</p> <p>Following the completion of this development, the number of pedestrians on this section of road is likely to increase thereby exposing more individuals to the increased risk associated with speeding traffic.</p> <p>An obvious mitigation is to extend the 30mph speed limit area so that it starts to the east of the road access to the proposed site though this may not be sufficient to slow some traffic to a speed that is consistent with pedestrian safety.</p> <p><u>2. No Marked Walkway on the C78 between Sunnyhill and the application site</u></p> <p>Whilst there is a marked walkway at the side of the road between the centre of Tarbert and the eastern end of Sunnyhill, pedestrians have no option but to walk on the road between Sunnyhill and the application site. Every time road traffic passes, pedestrians are forced to step off the road onto the grass/stone verge until the traffic passes - when this is combined with the excessive speed of traffic described in section 1 above, the risk to pedestrians walking between the application site and Tarbert is increased.</p> <p>An extension of the marked walkway at the side of the road between the east end of Sunnyhill and the application site might be an option that could reduce this risk.</p> <p><u>3. No Street Lights on the C78 between Sunnyhill and the application site</u></p>

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	<p>Currently, street lights are only installed to the eastern end of Sunnyhill which means the C78 between Sunnyhill and the application site is not lit. When this is combined with the excessive traffic speed described in section 1 above and the lack of a marked walkway described in section 2 above, the risk to pedestrians walking between the application site and Tarbert is further increased.</p> <p>Extending the street lighting from the eastern end of Sunnyhill to the application site would mitigate this risk.</p> <p><u>4. Traffic encroaching the marked walkway outside Altavaig, East Tarbert</u></p> <p>The current marked walkway between Sunnyhill and the centre of Tarbert is an area of the road surface marked by a solid white line on the north side of the road.</p> <p>Eastbound traffic (towards Scalpay) has been observed to encroach the marked walkway on a number of occasions at the south-west corner of the boundary wall of Altavaig, East Tarbert.</p> <p>Between the junction of Leverhulme Road with the C78 and the driveway of Altavaig, East Tarbert, the eastbound lane narrows significantly and the road starts to bend to the left in front of Altavaig. This results in some vehicles (especially wider motor homes and commercial vehicles) encroaching the marked walkway particularly at the south-west corner of the boundary wall of Altavaig.</p> <p>Additionally, the walkway narrows at this point and the stone corner post of the boundary wall of Altavaig leans out slightly to further reduce the available walkway. In our opinion (and experience) this is undoubtedly an area of increased risk for pedestrians.</p> <p><u>5. Summary</u></p> <p>As we said at the start of this letter, we are supportive of this application but we feel that the issues highlighted above need to be carefully considered and any risks to pedestrians that are identified need to be appropriately mitigated.</p> <p>The section of the C78 between the eastern end of Sunnyhill and the application site which is unlit, has no marked walkway and includes a stretch of road where the national speed limit applies, is an area of particular concern.</p> <p>I can confirm that we would be willing to be involved in any consultations regarding options to reduce the number of speeding vehicles on this section of the C78 along with options to create a marked walkway and street lighting between Sunnyhill and the application site.</p>
10	<p>I am writing to register my objection to the above planning applications on the following grounds. I believe the combined size of these two sites - plus a third referred to in the applications - comprise a Major Application and should therefore be subject to wider scrutiny and a clear Public Consultation process. There are also a number of areas where the proposals are likely to contravene planning policy and be to the detriment of the unique rural and island character of Tarbert and its wider area.</p> <p>Public Consultation</p> <p>I am disappointed to learn that there has been little by the way of public consultation for these proposals. The absence of both engagement and information available has already caused undue anxiety to those likely to be affected by the proposals.</p> <p>The Outer Hebrides Local Development Plan champions community engagement and regardless of this, opaque development practices should have long since been consigned to the past. In this age of social media, the fact that so few people were made aware of the applications - and so late in the day</p>

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	<p>- does suggest that engagement with the community has been purposefully avoided.</p> <p>A proper Public Consultation process should be used to communicate the various impacting factors of these major proposals to all stakeholders - certainly at least the residents of Tarbert. As part of this process, the logic behind this choice of site should be demonstrated and other - more suitable - sites should be considered on other parts of the island.</p> <p>Combined Proposal is a Major Development</p> <p>The above proposals by the same applicant are for two sites within 300 metres of each other, connected via Cnoc Na Greine. Together with a third site elsewhere in Tarbert it is stated that a total of 42 rooms are to be created. These proposals are collectively of the scale of a Major Development and should be considered on a strategic level as part of the Outer Hebrides Local Development Plan, factoring in the following:</p> <ul style="list-style-type: none"> • Public Consultation on an island-wide, local community, as well as immediate neighbour level. • The provision of approaching 50 of this type of sole occupant accommodation, in a rural settlement like Tarbert with a population of a little over 500, will undoubtedly have a major impact. This potential 10% change to the existing mix of accommodation available in Tarbert is not insignificant and its impact should be made clear to the community. • The term Key Worker needs to be carefully defined by the applicant. If the units are to be used for care workers required at Harris House care home and home care visits or for NHS staff making the 50 minute commute each way to Stornoway and the Western Isles Hospital — this should be illustrated by the appropriate data. • If the units are proposed to be used as part of the 'gig' economy for temporary and seasonal workers, this should be made clear as part of the Community Consultation and considered in terms of the general housing needs and strategy for Tarbert and Harris. <p>Contraventions of Planning Policy</p> <ul style="list-style-type: none"> • It is difficult to see how any development on these sites, particularly 24/00262/PPP, will not result in unacceptable loss of privacy from overlooking into existing properties and impact on daylight levels into their windows from the elevated position of the proposal. • The introduction of dozens of inhabitants - along with their vehicles and various hours of activity - will bring noise and smells from significantly more refuse generation and vehicular activity. With so many more people, vehicular activity is likely to be constant and at all times of the day and night. This will undoubtedly change the character of Sunnyhill and Cnoc Na Greine, which has previously enjoyed minimal light and noise pollution and considerate vehicular activity (mostly during 8am to 6pm working hours) all of which is to be reasonably expected in a rural area. • The applicant needs to clarify the effect of doubling (tripling?), the load on the existing sewer system • Both proposals are in effect 'Back Land' developments. They use existing access-ways to add another complex of development behind existing properties and act to start to 'infill' the gap, that have historically been left between existing developments. The proposals are very much against the character of Sunnyhill and Cnoc Na Greine, where the outskirts of Tarbert return to a clearly rural pattern and density with no 'Back Land' development.

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	<ul style="list-style-type: none"> • The Outer Hebrides Local Development Plan and associated texts are very clear on the merits of the Rocky Outcrops and other unique natural features that characterise such areas. The proposals appear to have given no considerations towards the recommendations of these documents. • Furthermore, the challenges of clearing the bedrock and exposed rock are well documented. Even if blasting is not used, mechanical breaking will absolutely cause excessive and prolonged vibration, through the connected rock, to adjacent properties. Historically this would also be a factor why a sensible distance has been maintained between developments. • Even from an 'Outline' perspective, it is difficult to see how these proposals will be anything other than detrimental to the long established and revered local character. This area is, of course, also part of a prime view enjoyed by tourists and returning islanders as the ferry docks at Tarbert Harbour. <p>Like many of the Harris diaspora, I enjoy close family ties to Harris and Tarbert in particular and make regular visits to the island. I make it my business to pay close attention to the challenges that the islanders face and look forward to seeing that the proper processes are adhered to.</p>
11	<p>I wish to lodge my objections to both proposed developments...</p> <p>East Tarbert development- 24/00263/PPP</p> <p>Loss of Privacy The development would invade the privacy of nearby properties that have had relative privacy to their back gardens and windows. This is exacerbated given that the development is on such an elevated position overlooking so much of East Tarbert. It is worse since the intended occupants are temporary workers and given the transitory nature of the occupants, they will not be incentivised to treat the access to intrusion with a manner of discretion as they are not aiming to have a long standing relationship with the community.</p> <p>Parking The provided documentation does not make it clear that adequate parking is available. It would need to be shown that 14 parking places are available for the residents and a further number for any guests that they may have</p> <p>Given the gradient of the road and hill it should be rejected if it requires roadside parking as there is already an inadequate pavement for pedestrians and it would be unacceptable for such a steep hill to turn into a de facto one way road for the benefit of the development.</p> <p>It is especially urgent that adequate parking is developed for both the residents and the guests given that an ambulance is regularly on standby just across the street. If you don't already plan to reject the application, it should at least require an impact study for the perfectly predictable case where out of carelessness or ignorance the temporary workers park in a way preventing the ambulance from responding to a callout. The impact study should provide the public with information on the minimum, maximum and average expected time it will take to have an improperly parked vehicle towed away in the event of a call out and an estimated loss of life and other detrimental impact such a delay in response time will have to the residents of the island so it can be considered by others who may object to the findings in the report.</p> <p>Economic Impact</p> <p>The development will be detrimental to the local labour market, it will prevent the local community</p>

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	<p>from being able to negotiate a living family wage by providing the ability to do a race to the bottom when it comes to workers rights by importing temporary staff willing to work for less pay and poorer working conditions.</p> <p>Steps would need to be taken to ensure that no staff can face abuse by having a threat of an unexpected eviction as a way of forcing them to quit rather than being fired with severance or just otherwise be able to put undue pressure on the resident. It could also prevent them from having the opportunity to become a permanent resident if their place of residence is not tied to their employment.</p> <p>It would also be detrimental to local BnB's and hotels and other businesses providing accommodation.</p> <p>Construction work The neighbours contain members of the public who are elderly and shift work. Given the rocky nature of the area could it be guaranteed that no disruptive noise will be made on the site while the construction is underway. Can tools like jackhammers or explosives or any other tool that will disrupt the sleep of neighbours working nightshift be banned during the construction process?</p>