

CONSULTATION RESPONSES**CONSULTEE****Highlands and Islands Airports Limited****Date of response – 02 September 2025**

Proposal: Description: Phased housing development to erect 160 houses, with associated roads, infrastructure and plot for future commercial development.

Location: Melbost West Housing Development, Sandwick Isle Of Lewis

The development has been assessed using the updated criteria below:

Easting: 144958

Northing: 932464

Height (m): 10m

HIAL has been consulted on the above proposed development, received by this office on: 11/06/2025

With reference to the above proposal, preliminary assessment shows that, at the given position and height, this development would not infringe the safeguarding criteria and operation of Stornoway Airport.

Therefore, Highlands and Islands Airports Limited has no objections to the proposal.

Any variation of the parameters (which include the location, dimensions, form, and finishing materials) then as a statutory consultee HIAL requires that it be further consulted on any such changes prior to any planning permission, or any consent being granted.

CONSULTEE**Highlands and Islands Airports Limited****Date of response – 18 June 2025**

There is insufficient information regarding the heights and locations of any structure on the proposed site, therefore we are unable to carry out an Aerodrome Safeguarding Assessment for Stornoway Airport.

Additional information that is required consists of:

1. The maximum height (AGL) of the tallest housing type on site,
2. The exact locations (Easting and Northing) of the tallest housing type on site,
3. The maximum height (AGL) of any lighting structure and their exact locations (Easting/Northing) and lighting design for the site,
4. Once available, the design of the SUDS to ensure that there are no long periods of standing water (Holding Time).

Until we receive this information, we would currently place a holding objection on this application.

CONSULTEE**Stornoway Community Council****Date of response – 07 July 2025**

Stornoway Community Council considered this development at its most recent meeting on Thursday 26 June 2025.

Our Community Council is of course extremely respectful of the fact that this development is located in the Sandwick Community Council area. Therefore any detailed discussion of the advantages and disadvantages of this development is most properly the remit of that Community Council.

However Stornoway Community Council itself has a very natural interest in the supply of housing in and around Stornoway. Looking at the Melbost West development from this more general viewpoint, we believe

it is very much in the public interest to have an additional 160 modern, energy-efficient homes built near Stornoway.

It should be mentioned that to the best of our knowledge, the residents in the recent HHP development at Sinclair Avenue seem distinctly happy with their homes, and in particular consider them to be well-insulated and cheap to heat. At our meeting on the 26 June it was stated that some of the residents of the adjacent Mackenzie Park development had previously stayed at Plasterfield, and they found their homes at Mackenzie Park to be much warmer and noticeably easier to heat than the Plasterfield houses had been.

It is our general impression that the housing stock on the Isle of Lewis as a whole is not in a good state, as regards energy-efficiency, which in turn leads to the well-documented issues with Fuel Poverty. We very much welcome the commitment given by HHP that they aim to decarbonize the heating systems for their older housing stock in the coming years.

Having said all that, a number of concerns were raised at our last meeting.

Given that the likely tenants for the Melbost West Houses seem likely to be people of working age, a very specific concern was expressed that school capacity, particularly at Stornoway Primary, may be insufficient if there is a significant increase in children of primary school age.

Of course, everyone always has 20-20 vision with hindsight. We appreciate that the Comhairle has to manage its school estate in the most efficient manner, especially given the financial challenges it has had in recent decades. Nevertheless it must have been apparent that the Melbost West site, despite being good agricultural land, is one of the few sites left in the immediate vicinity of Stornoway which might be suitable for large-scale housing developments. Had the Comhairle been able to see into the future, perhaps the decision to close Sandwickhill Primary School might not have been taken.

It would be extremely helpful if the Comhairle were to make a public statement about primary school capacity in the Stornoway area as a whole. We seem to be getting conflicting reports about available capacity at Stornoway Primary. We understand that there may be some capacity at the Point Primary school facility, but also that this may not be an optimal solution from the point of travel distances.

However Stornoway Community Council must make clear that we would not want primary school capacity to be used as an excuse for refusing planning permission for the Melbost West development. Having too many children of primary school age, in relation to the available capacity is a good problem to have. We would only wish that other parts of our islands had the same issue.

Another area of concern is bus shelters - there seems only to be one small one. It could reasonably be envisaged that once Melbost West is complete, there might be forty or fifty young people from there and Mackenzie Park waiting for buses into Stornoway for school or college at any one time. With such numbers, they will need large bus shelters while they wait during the adverse weather conditions which are so commonplace in the islands.

This argument follows on logically from our earlier concerns about primary school capacity. However there is a wider concern, which may not be always immediately apparent to the island's top decision makers, who typically may be well-paid professionals with the money to run a two-car household.

By comparison, the families who rent social housing may not be especially well-off. If they have a car, of necessity this may have to be used by the main breadwinner, who might regularly have to leave their home at unsocial hours. With the result that their partner has to try and get lifts from friends, or use the bus. This additional level of demand for bus services from adults must be taken into account of, considering bus shelter capacity.

Stornoway Community Council would respectfully ask that provision of adequate bus shelters should be made a specific planning condition for the Melbost West development.

It seems generally accepted that the original Mackenzie Park development did not have provision for play areas for children, and this since has had to be rectified by the developer. There seemed to be a lack of thought as to infrastructure by HHP with the Mackenzie Park development. Again we would respectfully ask that the Comhairle make adequate play area provision subject to a planning condition for the Melbost West development.

In this day and age, provision of adequate internet and mobile signals is essential for any large housing development. Especially if some of the new tenants work for the emergency services - they will sometimes be on call 24 hours a day. Mr Charlie Nicolson has told our meeting that when he was a Councillor, he personally had to write to the Chief Executive of BT before the internet was upgraded to an acceptable standard. We intend to write to our MP to ask him to intervene to support this development by writing to BT, both as regards internet provision and also as regards the poor mobile signal which the area apparently has, despite being so close to the airport.

Stornoway Community Council appreciates that there are a number of considerations which will come into play, and that the potential issues with primary school provision, internet and mobile signals are not under the control of HHP. We will conclude by strongly reiterating our general support for this development in principle - our community badly more modern energy-efficient housing, of the kind that HHP have demonstrated they can deliver.

CONSULTEE

Comhairle Roads, Bridges and Streetlighting

Date of response – 05 September 2025

The indicative proposals now detailed in the engineer's drawings for the roads layout are suitable for the current planning stage. The roundabout proposal, A866 partial realignment, the proposed new road network within the site, and its integration with the Melbost East adopted road network are acceptable in principle. The developer should make an application for Roads Construction Consent to allow for the adoption of roads and streetlighting following completion. Additional details of pedestrian crossing points with dropped kerbs and tactile paving; lane widening; splitter islands; bus shelter specification; road signage and markings; and other necessary additions can be addressed through the RCC process.

CONSULTEE

Comhairle Roads, Bridges and Streetlighting

Date of response – 30 July 2025

The developer should make an application for Roads Construction Consent to allow for the adoption of roads and streetlighting following completion.

- All junctions, bends should be suitable for a 11m Refuse Vehicle with a turning radius of 9m
- Drawings should be submitted showing the swept path analysis for turning movements for an articulated lorry and coach through the roundabout.
- Visibility on exit from the proposed junction at Mackenzie Crescent may be restricted due to the adjacent bend. Any fencing/walls/ planting either side of the junction could affect visibility. A visibility splay of 3.5x60m must be available from the junction.
- The new access in to Mackenzie Crescent leaves 2 branches with a dead end to No.2 & No. 27 Mackenzie Crescent. A small turning spur at each branch should be provided allowing cars/vans to turn and not have to reverse back through the junction. The new access arrangement from Mackenzie Crescent will require a change of priority as vehicles exit the Crescent. Road marking to be changed to suit.
- There is no footpath shown, on the southside of the road, as the proposed Melbost West access road ties in with the existing Mackenzie Estate access (opposite SUDS area).
- RCC application to include details of pedestrian crossing points with dropped kerbs and tactile paving.
- The existing bus layby on the A866 to be retained.

CONSULTEE**Comhairle Building Standards****Date of response – 29 August 2025**

We will need further information in relation to the following:

Levels of treatment

As there are in excess of 300 traffic movements additional levels of treatment will be required.

Control of volume runoff

Calculations for flow rates will need to be provide, this will show if attenuation needs to be incorporated further upstream to reduce velocity at the basin inlet.

Basin discharge

Information regarding discharge, the site plan shows both basins discharging into the existing surface water systems on the east side of the site.

Have the existing SuDS systems been surveyed to ensure there is adequate capacity to take additional discharge from proposed detention basins. Calculations will be required.

Consideration will also be needed regarding maintenance of the existing systems, if they have not been maintained then capacity will be reduced, treatment and discharge may also be affected.

If the above information is provided it will provide a better picture of the overall SuDS design.

Construction SuDS

A separate site plan will be required for an independent drainage layout for a SuDS system specifically for the construction site.

The above is only the basic requirements, a more in depth assessment will be carried out at building warrant stage.

CONSULTEE**Comhairle Building Standards****Date of response – 18 June 2025**

Additional information is required for the SuDS design, in accordance with the current CIREA SuDS manual.

CONSULTEE**Comhairle Cleansing****Date of response – 12 June 2025**

Thank you for sending this to me for comment. Having reviewed the documents sent through regarding the proposed development - Melbost West, Sandwick, the following applies for waste provision:

The applicant will need to ensure that there is sufficient space / storage area given to each dwelling house to accommodate four receptacles, the standard issue is a 240-litre wheeled bin.

It is the responsibility of the applicant to contact both the Cleansing Department cleansing@cne-siar.gov.uk and Zero Waste Western Isles recycling@cne-siar.gov.uk once each stage of the development is nearing completion in order to arrange the delivery of receptacles for the provision of waste collection from each dwelling house. All receptacles provided will be liveried for the waste type that can be disposed of.

The services available are:

- Non-recyclable waste
- Organic waste (food & garden)
- Recyclable waste (plastic, paper & cans) Glass waste (bottles & jars)

The occupants of the dwelling houses will present the receptacles at the kerbside for 8am on the day of each collection and return the receptacles to their dwelling house once serviced.

Details relating to the type of Refuse Collection Vehicle (RCV) the Comhairle use for both refuse and recycling collections in relation to a potential building development are as follows:

- Vehicle weight - 26t
- Number of front axles - 1
- Front track width - 2550mm
- Wheels on each axle - 2
- Number of rear axles - 2 (double wheels on forward axle) Rear track width - 2550mm Wheels on each side - 3 Wheelbase - 5250mm Minimum turning circle radius - 18m Body length - 11m Body width - 2550mm Rear overhang - 2360mm Wing Mirrors (Y/N) - Y

All roads, access and turning points should be constructed to a standard to allow sufficient, safe access and egress for a 26t RCV of 11m in length. The RCVs have a turning circle of approx. 18m. The Cleansing Section wish to minimise reversing manoeuvres with the RCV, particularly in a car parking area and a residential area.

Any turning points / hammerheads must always remain clear to allow a refuse collection vehicle to access and turn - these would need to be signposted to that effect for the residential area.

If you have any questions regarding the above, please do not hesitate to contact me.

CONSULTEE

Scottish Water

Date of response – 09 July 2025

Scottish Water has no objection to this planning application. The applicant should be aware that this does not confirm that the proposed development can currently be serviced.

Please read the following carefully as there may be further action required. Scottish Water would advise the following:

Water Capacity Assessment

There is currently sufficient capacity in the Stornoway Water Treatment Works to service your development. However, please note that further investigations may be required to be carried out once a formal application has been submitted to us.

Waste Water Capacity Assessment

There is currently sufficient capacity for a foul only connection in the Stornoway Waste Water Treatment works to service your development. However, please note that further investigations may be required to be carried out once a formal application has been submitted to us.

We would recommend that the developer completes a PDE for this site and liaises with Scottish water at their earliest point.

Please Note

The applicant should be aware that we are unable to reserve capacity at our water and/or waste water treatment works. When planning permission has been granted and a formal connection application has been submitted, we will review the availability of capacity at that time and advise the applicant accordingly.

Surface Water

For reasons of sustainability and to protect our customers from potential future sewer flooding, Scottish Water will not accept any surface water connections into our combined sewer system.

There may be limited exceptional circumstances where we would allow such a connection for brownfield sites only, however this will require significant justification from the customer taking account of various factors including legal, physical, and technical challenges.

In order to avoid costs and delays where a surface water discharge to our combined sewer system is anticipated, the developer should [refer to our guides](#) which detail our policy and processes to support the application process, evidence to support the intended drainage plan should be submitted at the technical application stage where we will assess this evidence in a robust manner and provide a decision that reflects the best option from environmental and customer perspectives.

For reasons of sustainability and to protect our customers from potential future sewer flooding, Scottish Water will typically require surface water to be eliminated from any new discharges of trade effluent.

Asset Impact Assessment

Scottish Water records indicate that there is live infrastructure in the proximity of your development area that may impact on existing Scottish Water assets.

The applicant must identify any potential conflicts with Scottish Water assets and contact our Asset Impact Team via our Customer Portal for an appraisal of the proposals.

The applicant should be aware that any conflict with assets identified will be subject to restrictions on proximity of construction. Please note the disclaimer at the end of this response.

Written permission must be obtained before any works are started within the area of our apparatus.

Drinking Water Protected Areas

A review of our records indicates that there are no Scottish Water drinking water catchments or water abstraction sources, which are designated as Drinking Water Protected Areas under the Water Framework Directive, in the area that may be affected by the proposed activity.

Next Steps:

Non Domestic/Commercial Property:

Since the introduction of the Water Services (Scotland) Act 2005 in April 2008 the water industry in Scotland has opened to market competition for non-domestic customers. All Non-domestic household customers now require a Licensed Provider to act on their behalf for new water and waste water connections. Further details can be obtained at www.scotlandontap.gov.uk

Trade Effluent Discharge from Non-Domestic Property:

Certain discharges from non-domestic premises may constitute a trade effluent in terms of the Sewerage (Scotland) Act 1968. Trade effluent arises from activities including; manufacturing, production and engineering; vehicle, plant and equipment washing, waste and leachate management. It covers both large and small premises, including activities such as car washing and launderettes. Activities not covered include hotels, caravan sites or restaurants.

If you are in any doubt as to whether the discharge from your premises is likely to be trade effluent, please contact us on 0800 778 0778 or email TEQ@scottishwater.co.uk using the subject "Is this Trade Effluent?". Discharges that are deemed to be trade effluent need to apply separately for permission to discharge to the sewerage system. The forms and application guidance notes can be found [here](#).

Trade effluent must never be discharged into surface water drainage systems as these are solely for draining rainfall run off.

For food services establishments, Scottish Water recommends a suitably sized grease trap is fitted within the food preparation areas, so the development complies with Standard 3.7 a) of the Building Standards

Technical Handbook and for best management and housekeeping practices to be followed which prevent food waste, fat oil and grease from being disposed into sinks and drains.

The Waste (Scotland) Regulations which require all non-rural food businesses, producing more than 5kg of food waste per week, to segregate that waste for separate collection. The regulations also ban the use of food waste disposal units that dispose of food waste to the public sewer. Further information can be found at www.resourceefficientscotland.com

I trust the above is acceptable however if you require any further information regarding this matter, please contact me on 0800 389 0379 or via the e-mail address below or at planningconsultations@scottishwater.co.uk

CONSULTEE

NATS

Date of response – 13 June 2025

The proposed development has been examined from a technical safeguarding aspect and does not conflict with our safeguarding criteria. Accordingly, NATS (En Route) Public Limited Company ("NERL") has no safeguarding objection to the proposal.

However, please be aware that this response applies specifically to the above consultation and only reflects the position of NATS (that is responsible for the management of en route air traffic) based on the information supplied at the time of this application. This letter does not provide any indication of the position of any other party, whether they be an airport, airspace user or otherwise. It remains your responsibility to ensure that all the appropriate consultees are properly consulted.

If any changes are proposed to the information supplied to NATS in regard to this application which become the basis of a revised, amended or further application for approval, then as a statutory consultee NERL requires that it be further consulted on any such changes prior to any planning permission or any consent being granted.

CONSULTEE

SSEN

Date of response – 17 June 2025

With reference to the above application, SSEN would register no objections to the proposed works providing the High Voltage line is diverted but the applicant has started the process of the connection application which will cover this.

Any work in proximity to the overhead line or underground cables would need to adhere to HSE GS6 and GS47 respectively. If there are any issues or clarity is sought i would advise the applicant or their appointed contractor to contact the local depot on 01851 706922 or by email western.isles.depot@sse.com to arrange an on site meeting to confirm the required safety precautions.

CONSULTEE

Comhairle Environmental Health

Date of response – 26 June 2025

Noise

There is a potential for noise disturbance from the demolition and construction of this development, and from activities associated with it. The following conditions are recommended.

Condition 1 Hours of operation should be restricted to 08.00 - 19.00 Monday to Friday, 08.00 - 13.00 on Saturdays and no working on Sundays.

Reason *To protect the amenity at noise sensitive premises.*

Condition 2 Should any complaints be received in respect of noise levels, the developer shall fully investigate these complaints and if requested by the Planning Authority to establish noise levels at any affected property, shall undertake noise monitoring which shall be carried out by a suitably qualified noise expert or consultant previously agreed in writing by the Planning

Authority and which shall be carried out in accordance with BS7445:2003, BS4142:2014 and PAN 1:2011.

Reason To quantify the loss of amenity at noise sensitive premises resulting from the operation of the development.

Condition 3 Should any noise monitoring undertaken in accordance with condition 2 above demonstrate that the noise thresholds are being exceeded, the developer shall submit a scheme of mitigating measures to the Planning Authority for written agreement within one month of the breach being identified. The agreed mitigating measures shall be implemented within one month of the written agreement or within any alternative timescale agreed in writing by the Planning Authority and thereafter retained throughout the life of the development unless otherwise agreed in writing by the Planning Authority.

Reason To ensure adequate mitigation is in place to protect amenity at noise sensitive premises.

Dust

There is a potential for dust from the construction of this development to cause a nuisance to neighbouring properties. The following condition is recommended.

Condition 1 A method statement should be submitted to the Planning Authority outlining what dust mitigation measures will be put in place for the duration of the construction phase. Should any complaints be received in respect of dust, the developer shall fully investigate these complaints to establish dust levels at any affected property.

Reason To protect the amenity at dust sensitive premises.

Air Source Heat Pump

Air source heat pumps can give rise to noise nuisance, therefore when siting the units, consideration should be given to potential disturbance to the occupier of the property and neighbouring properties. Units should not be sited directly outside bedroom windows. It is recommended that developers only install recognised low noise units.

Recommended Condition The total noise from any mechanical and electrical plant shall not exceed NR35 during daytime and NR25 during night-time within any adjacent residential property (the noise measurements shall be taken with the windows open at least 5cm). For the avoidance of doubt NR35 is applicable for the period 07.00 to 23.00 hours and NR25 are applicable for the period 23.00 to 07.00 hours.

Reason To safeguard neighbouring property from any potential noise nuisance in the interest of residential amenity.

CONSULTEE

Comhairle Flood Risk

Date of response – 04 September 2025

Need to see outfall rates from the attenuation ponds and confirmation that the existing receiving Mackenzie Park drainage system (pipes and suds ponds) have capacity to accept these flows.

Many of the manholes (surface water and foul) are shown very close together within the carriageway, sufficient space should be left between manholes to ensure adequate compaction of bituminous surfacing can be achieved.

CONSULTEE

Comhairle Flood Risk

Date of response – 29 August 2025

Surface Water Flood Area:

Flood maps show potential for surface water flooding along the eastern boundary and south west corner. Proposed ground levels on the eastern boundary and detention basins should deal with the risk at that location. Confirmation of how surface water run off will be dealt with in the south west corner of the site will be required (will it be routed to the drain on the south of the A866?).

CONSULTEE

Comhairle Archaeology

Date of response – 01 July 2025

There are no Historic Environment Records within the development boundary; however, this general surrounding area was the location for Second World War accommodation and infrastructure associated with airfield of RAF Stornoway. Potentially evidence from this period of activity may be present on the site. All earlier maps do not indicate settlement activity in the area, and this suggests the site has not been developed previously.

Much of the site comprises of the south facing shallow slope of Sandwick Hill that rises out of the Carse of Melbost, located to the east. The geology comprises of the Stornoway Formation, which is why the land in this area is productive and attractive to farming.

The historic environment records show a scattering of evidence between Stornoway and Agnish, that suggest a moderate / high level of activity in this area during prehistory (Neolithic - Early Iron Age). These sites are characterised by burial cairns, isolated structures, and stray finds; however, settlement sites have not been identified. For significant periods in prehistory the climate was better than in the modern era and raised areas such as Sandwick Hill were often identified as good settlement locations.

Currently there is no direct information on the archaeological potential of the proposed site, the Archaeology Service recommends that a program of archaeological works is put in place to establish a baseline of evidence which will inform further mitigation strategies (if required).

The Archaeology Service has concerns that there is a potential for unknown buried archaeological structures or deposits to be encountered during the ground works phase of this development.

Therefore, to ensure that the archaeological potential of the site is taken into consideration by the developer, the Archaeology Service recommends a program of archaeological works. This should take the form of a limited number of pre-determination evaluation trenches within the proposed development boundary. The subsequent evaluation report will inform what further archaeological mitigation if any, is required. It should be noted that further mitigation may include additional survey, watching briefs or full excavation.

Pre-determination work is recommended to permit initial site investigation; allowing appropriate mitigation strategies to be put in place at an early stage of the development.

However, if the Planning Service is content to move straight to a full planning application, the recommended works can be covered by the following conditions.

Condition (Evaluation)

No development shall take place until the applicant has secured the implementation of a program of archaeological works in accordance with a Written Scheme of Investigation (WSI) which has been submitted by the applicant and approved by the Comhairle as planning authority. No groundworks shall commence until all stages of assessment have been undertaken.

The Written Scheme of Investigation shall indicate how:

- a) the extent, character, and significance of any archaeological remains within the site will be identified and evaluated;
- b) any archaeological remains would be preserved in situ or, where their preservation in situ cannot be achieved, how they would be investigated, recorded, and recovered and the findings published ;
- c) access to the development site to enable archaeological works and investigation recording and recovery of finds would be achieved; and
- d) notification of the commencement of development and access by an archaeologist to the site would be given.

No part of the development to which this planning permission relates shall commence until the Comhairle as planning authority has issued, in writing, its approval of the scheme; any consequential programme of archaeological works to be undertaken; and terms for the submission of a Data Structure Report that includes an assessment of the impact of the development on the archaeological remains.

This scheme and programme (or any subsequent variation to it that may be agreed in writing by the Comhairle as planning authority) shall then be implemented to the satisfaction of the Comhairle as planning authority.

Reason To ensure proper recording and protection of items of archaeological interest.

Condition: (Access)

During the period of operations to which this planning permission relates, the operator must inform the Comhairle Archaeologist 14 days prior to commencement of works. The operator shall also afford access, at all reasonable times, to any archaeologist nominated by the Comhairle as planning authority and shall allow such archaeologist to observe work in progress and record items of interest and finds.

Reason In order to ensure proper recording and protection of items of archaeological interest.

These conditions enable the maintenance of the archaeological record in the Western Isles.

CONSULTEE

Comhairle Education Department

Date of response – 05 September 2025

No major issues for primary capacity but early years capacity is a serious and significant issue. The Melbost West Project is in the Stornoway Primary nursery area, which is full and is adjacent to the Point nursery area which is also full.

CONSULTEE

Sandwick Community Council Date of response – 16 July 2025

Below is listed the reasons for Sandwick Community Councils reasons for objecting to the proposed housing development at Melbost West.

1. Loss of Prime Agricultural Land

The proposed development would result in the permanent loss of some of the island's most productive crofting and agricultural land - land that plays a vital role in local food security, community tradition, and economic resilience. Once this land is lost to development, it cannot be restored.

2. Environmental and Drainage Concerns

This is a low-lying area with poor drainage, and the proposal risks increased surface water, waterlogging, and downstream flooding. It is also an area of sensitive habitat which contributes to biodiversity and climate resilience. These environmental consequences have not been properly addressed.

3. Inadequate Infrastructure and Road Concerns

The site connects to the A866 Point Road, already one of the busiest roads into Stornoway. Increased vehicle traffic will worsen congestion and create road safety risks, especially in an area lacking pavements, crossings, and public transport links. The area also lacks essential infrastructure - there is no local school and already stretched public services.

4. Scale, Social Issues, and Maintenance

This is a large-scale housing scheme, and adjacent to an already substantial development nearby. Adding another major scheme in such close proximity will place further pressure on community services, and risks creating unbalanced or under-supported neighbourhoods.

There are also well-known concerns with the long term maintenance and care of social housing schemes, particularly when:

- Common areas (green space, parking, lighting) are not properly maintained.
- Responsibility between tenants and landlords becomes unclear.
- Hebridean Housing Partnership (HHP) fails to guarantee oversight and funding for long-term upkeep.

Will HHP commit publicly to maintaining these homes and surrounding areas to an acceptable standard.

5. Transparency About Housing Purpose

There is a lack of openness about:

- How many people are truly on the housing list.
- Whether these homes will serve genuine local need, or bring in workers from the mainland.
- The role of SSEN, reportedly involved in funding or reserving some homes.

The public deserves answers. Local people have a right to know whether housing is being built for them or in spite of them.

6. Threat to Community Identity - Sandwich Will Be Engulfed

This development is adjacent to an existing large scheme, and if approved, it will overwhelm the character and scale of Sandwich Village. What was once a distinct rural settlement will become effectively absorbed into Stornoway, losing its identity as a separate, crofting based, close-knit community.

The cumulative effect of these developments is the suburbanisation of rural Lewis - erasing village identities, undermining community cohesion, and building beyond the pace and scale the area can reasonably sustain.

7. Unacceptable Road Alteration: Proposed Roundabout on A866

The inclusion of a roundabout on the A866 as part of this proposal is both unrealistic and inappropriate. The A866 is a vital route for the entire Point community - used by hundreds of residents daily to access Stornoway.

The proposed roundabout:

- Would disrupt traffic flow at a critical junction.
- Could lead to increased accidents and confusion, especially given existing speeds and sightlines.
- Is completely out of character for a rural road and setting such as this.
- Suggests a lack of understanding of the road's existing function and scale.

It is ridiculous to consider a roundabout at this location, especially when there are less invasive, safer alternatives that would be more appropriate for a road of this type. It further highlights the overdevelopment of the area and inappropriate urban infrastructure being forced into a rural setting.

In conclusion, we strongly urge the Comhairle to reject this application, it is

- Inappropriate in scale and location.
- Harmful to local land and infrastructure.
- Damaging to the social and environmental fabric of the area.
- A threat to the long-standing identity and independence of the Sandwich community.