

Islay Community Council Meeting
Draft Minutes
Service Point, Bowmore – 21st September 2026 at 18:30

Item		Action
1	Present & Apologies Present: Islay McEachern (IME), Jim Porteous (JP), Petra Pearce (PP) Richard Mansbridge (RM) Tommy Rungay (TR) Alyson MacGillivray (AMG) – Treasurer Greig Morrison Tom Skinner (TS) Robert McEachern (RME) Lukasz Belina Lukasz (LB) Councillor Dougie McFadzean (DMF) Lucy Schwind - (LS) Minute Taker Councillor Alastair Redman (AR) Video Link Andrew Lindsay (AL) Video Link IME welcomed new council members Apologies/Absent: Councillor Anne Horn (AH) Garry MacLean (GML), Sgt Valerie Gray (VG) - Police Scotland Colin Fraser (CF), Treasurer Members of the public: Dietmar Finger	
2	Declarations of Interest None	
3	Minutes of the previous meeting Not required at this meeting	
4	Matters Arising/Action Points Mobile Library on Islay (Dec 2025) <i>June Update: DMF – the job vacancy is now going out for the third round of advertising. The library vehicle is repaired</i> <i>July Update: It is understood that the job vacancy is still being advertised. Update at next meeting.</i> <i>September Update: DMF – there have been no applications from last round of advertising.</i>	
5	Police Report The police were not in attendance at this meeting. The normal monthly police report has not been received.	
6	Councillor A Horn Apologies received from Councillor Horn Report is attached in Appendix D	
7	Councillor D McFadzean Report is attached in Appendix C - DMF gave a summary of his report – he has attended lots of committees in the last month. Of note, Cairnmore Woods fly tipping incident – DMF has been liaising with different agencies, and a penalty notice has been issued and the owners of the land may be seeking further legal advice. - Roadwork delays – particular the Port Charlotte-Nerabus Road repairs. TS – has anyone consulted the farming community about this? DMF – would appear not. The communication from the roads department has been very poor. AL – why are we taking hot tar from the mainland when used to have a quarry at	

	Ballygrant. IME – the tar plant equipment came to end of its working life which coincided with a change in procurement processes at the council. - DMF has been speaking to the new owner of Islay House (Mike Clark), who also owns the old manse at Kilchoman. Mike is interested in revisiting the programme to save the church at Kilchoman. DMF is talking to the council and various other agencies with a view to restarting a committee/group to save the church. - PP advised that an existing local group, Loch Gorm Calling community group, would be good to involve in this - DMF has been successful in helping people get into housing. - Short term lets – the council are talking about having control zones for the 'hotter spots' in the region. These are zones that have large numbers of B&B/short term lets but also where there is a housing shortage/need for housing. PP will the council reduce short-term letting licences now or in the future? DMF feels the council's thinking is to wean the numbers down as well as more stringent requirements for new applications. DMF to obtain more clarity on what this is trying to achieve, and the impact on existing licence holders? - DMF Visitor levy – will possibly be a tiered levy and they are currently considering a fee of £5 per night	DMF
8	Councillor A Redman Report is attached in Appendix B - Calls about the visitor levy and large increases in council tax. PP there was a consultation when the levy was rejected and now there is another consultation – what is the difference between the two and why? AR feels constituents are being requested to give a different answer. It was made clear this was a 'no' and there was not an appetite for it across the islands. DMF – the reason is that the initial proposal was a 5% surcharge onto the accommodation fee, which was unpopular and would be difficult to manage. The act has now been amended. This new consultation is because of the change from a % fee to a set fee per night. DMF also has reservations about this but does not wholly disagree with a visitor levy. The consultation is due to close 5th October 2026. PP two concerns – one, effectively becoming a tax collector for the council and two, would be more reassured if it was clear where the funds collected are being spent, how it will be used in their own area. DMF the Scottish government are designing an App that might help with the collection of the levy fund and other options are being considered. DMF has not seen any detail on how the money is to be distributed. LB – agrees would want any levy money to be coming back to Islay. DMF advised that the new levy will possibly be tiered and the council are considering a charge of £5 per night - Delays in infrastructure improvements across the island - Raised concerns regarding the proposal to amalgamate the health boards - HSCP meeting – concerns about street lighting in Port Ellen - Delays in recycling uplifts - Farmers/crofters – proposed road closures, proposal to reduce livestock numbers in Scotland by roughly 20% - Dealing with complaints for social housing – mould and dampness - Concerns about off-shore wind project – please the council have also raised their concerns and are also opposed to this - Standards commission and records retention – concerns	
9	Treasurer's Report AMG: bank balance as of 22/06/2026 is £2206.20	
10	ICC Ferry Committee See Appendix A for the full report. This has been circulated by JP. One the key issues under discussion has been roads. Earlier in the year ICCFC met with Fiona Hislop and discussed the condition of Islay roads. In particular the further deterioration that will be caused due to the impact of the Port Ellen port closure.	

	Additional funding was requested. This was supported in principle and put to the Council and discussed with Transport Scotland. IME and JP have been meeting with Hugh O'Neil from the roads team and have been discussing submitting a formal case from the Council to Transport Scotland. To date, the team has drafted 2 proposals – one short term impact on the High Road (as it takes a lot of heavy vehicles) £5m and the second for longer term impact - £17-20m for a longer-term improvement process. IME and JP will be meeting with them tomorrow to review these initial drafts, and they will report back after the meeting. Ferries – there are several things going wrong with the ferries at present. The mezzanine decks for both vessels have issues, the bow ramp on IOI and the gangway at Kennacraig. All are being pursued with CalMac by the ferry committee. IOI has been found to have a design fault which is putting both the mezzanine decks out of action and due to the work involved, is unlikely to be fixed before January 2027. Block bookings are being managed by CalMac through a new process, but the booking system is struggling to deal with this alongside the change of port from Port Ellen to Port Askaig. IME and JP are to meet with the head of IT to discuss what can be done and how long this will take. Booking system – there have been lots of issues within this system, many of which have now been fixed The ferry committee have received lots of negative feedback about the IOI and this has been given to CalMac. CMAL have previously attended a meeting to discuss these issues. There has been a big issue with timetables, especially the winter timetable (starts end of October). CalMac tried to impose a timetable without consultation (contrary to the CHFS contract and to prior agreement with the ferry committee). This was strongly challenged by the ferry committee which was finally able to persuade CalMac to retain Finlaggan for the full duration as opposed to causing major disruption by bringing in 'Loch Indaal' midway though. Although not yet publicly announced, we have CalMac's authority to confirm. There is no confirmed date for the new vessel to be in service (possibly January 2027) The summer timetable is still to be agreed, the winter needs to be signed off before consultation can begin. Anyone from ICC is welcome to come along to the ferry committee meetings – it would be helpful to have more representation from the ICC. DF – raised an issue regarding last minute ferry bookings which is not possible within a 2.5-hour window before the sailing time. JP will mention this to CalMac, but it is generally accepted that a foot passenger would be able to get onto the ferry. However, this would be affected by the DG sailings which reduces the total number of foot passengers significantly. TR – have the connections to bus timetables been considered? Particularly the 09:35 from Port Askaig to Kennacraig, there is not a bus connection for nearly an hour. JP CalMac is supposed to liaise with City Link – this is a commitment within their contract. The ferry committee will take this up with CalMac	JP JP
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	TR on Saturday's the last coach from Glasgow arrives in Kennacraig at 17:00 for the last ferry which does not depart until 20:00 AR – has received a lot of correspondence about hot meals and hot drinks. Also concerns raised about the proposed ban on landfill – as this will increase the amount of freight on the network. JP updated the committee regarding hot food on the vessels JP – meeting with the CalMac and David McBrayne board at RNLI, Port Askaig on 30th September at 10:00 – 11:30. Anyone interested in attending to let JP know by close of play 22/09/2026.	All
11	Planning and Licencing Reports IM requested a volunteer to take on this role: They will need to scrutinise the planning applications and feedback on those that they feel are important for the Islay Community Council to be aware of and consider (ICC is duty bound to comment on these if they are in the community's interest). PP would like to action a Local Place Plan (LPP). This would specify the material considerations that the council need to consider when they are looking at planning permissions/applications. To create this LPP, the community would be asked to look at areas of interest for development as well as areas they don't want to be developed. These views can then be put into a plan, and this would be submitted to the A&B Council. Then, when the council are considering planning applications, they should refer to this before making any decisions. PP is happy to manage this project over the next 6-8 months. DMF and TS happy to support PP with this. PP can ask Planning Aid Scotland and Place Checker to speak to the ICC to give them more context. PP advised having this pm sent JP some further info and event details for 14th October to pass on to the full committee. IME said he felt that ICC did not know enough about it to make a call at this stage but would be pleased to set aside time for PP to make a presentation and explain in greater detail at the next meeting. Tom Skinner will take on the role for checking planning applications and licence applications.	JP
12	Islay Community Action Plan (ICAP) JP confirmed that this project is not yet completed. There has been a significant amount of work carried out, including community consultations and stakeholder engagement. Phase 1 is completed; phase 2 is now drafted. A group would need to be re-established to take this forward to implementation. PP willing to help with ICAP but would want to complete the LPP first. DMF also willing to help with ICAP. Possibly also AMG.	
13	Roads IME advised that A&B Council have put a case to the levelling up fund for improvements to the high road. GM will lead the subgroup for roads. JP will forward papers to GM for tomorrow's meeting with A&B Council and report back after the meeting.	JP
14	Facebook AL will take on this role. Website is managed by IME	
15	CNI (Carbon Neutral Islands) Project • TS updated the committee. The funding has been received to double the solar array at Castle Hill. They have a contractor who will do this before the end of October. • Various community buildings have had improvements • TS & JP met with CMAL regarding a bike shed at the new terminal – this has gone well plus renewables will be included at the new terminal at Port Ellen.	

	• Flooding in Port Ellen: TS has looked at the CMAL flooding plan, very little mention of flooding at Port Ellen as the plan is around flooding at the terminal. 2010 is the last flood plan made by the council – TS feels this needs to be looked at • AR it has been established that the problem is that Port Ellen/Frederick Crescent needs to be added to the flood plan. He will raise this with the council again. • DMF – someone needs to speak to SEPA, they revisit their plan every 5 years and will not make any changes to their existing plan until then. The area must be designated as a flood risk area and SEPA hold this responsibility. • Mark Calder from Argyll & Bute council is a project manager (contact who is managing this piece of work)	
16	Bowmore Hall Update DMF – the project team are still hopeful that this will be open before the end of November. There have been some delays with new windows. A weekly meetings take place every Tuesday with IDI and the council team plus other stakeholders. There have been some issues with the contractor but these appear to be sorted. Second fix electricals are now done and the fire system nearly complete.	
17	Correspondence • Road closures and general concerns. • The biggest item is probably the proposal from Iki island to establish a twinning arrangement with Islay – Iki have drawn up a memorandum of understanding, and they want to send their mayor and a small delegation to the island. RM is taking a lead on this. • RM: The proposal is that 4 or 5 representatives come to Islay (they will bring own translator). Bruichladdich will host them for a day and Kilchoman are also happy to speak to them. They also want to meet ICC. They are planning a 2-day visit so RM is looking at how to involve key people and activities. He is still trying to understand what a memorandum of understanding means across all different legislatures. 4-5 November are the dates the Iki team are planning to be on Islay • JP will send out the proposal to the new committee members. • PP are there any Christmas markets happening at the same time which will enable the island to showcase local artists and crafts?	JP
18	AOCB RM – provided an update on Machair Wind (as the lead on the objection to this). Objection documentations from Colonsay, Iona and Islay have been completed. ICC key objections are: inadequate consultation and no economic benefit to the island. The planning is being submitted in two halves, and is currently for the windfarm with no link to the mainland. Noted that A&B Council have also voted to object.	
19	Date/venue for Next Meeting Next meeting 26th October 18:30,	

Appendix A – ICC Ferry Committee Update

ICCFC - last regular meeting on 17th September, draft minutes to be posted in ICC website. Next meeting 28th October. Other meetings: IME/JP with A&BC Hugh O'Neill and others re roads 28th August, next meeting 22nd September; DG meeting CalMac @ ICCI 1st September.

Recurring problem with Isle of Islay's bow ramp, forcing vessel to dock stern first, with some vehicles having to reverse. Vessel removed from service 14th July for two weeks for repairs. Problem of faulty clam doors back recently, causing stern docking. Both mezzanine decks continuing to be unusable. Finlaggan's mezzanine deck also stopped working recently but has been fixed.

Sailings have been shown as full or unavailable in the booking system at regular intervals but then subsequently reported as having vacant vehicle space. ICCFC has again pursued this with CalMac and CalMac has produced a snapshot of utilisation for some sailings that were reported as full. They have agreed to do this again on request, to assist investigations. Calmac has sent an update of vessel configurations, which has been circulated within the ICCFC.

Kennacraig's gangway has remained out of service weeks and CalMac have said that an update regarding repair is due at the end of the week.

Block Bookings - stats are currently misleading due to inability of CalMac's computer system to properly calculate the effect of transfers between Port Ellen and Port Askaig since June. We are due to meet with CalMac's IT specialist shortly to discuss further. CalMac say that hauliers are being charged for 'no shows' and booking allocations are being adjusted taking account of usage.

Bookings system - Long awaited fix for the Islay 2-port booking system for ports staff still to be implemented. CalMac say this is now due soon.

Former Waitlist procedures are under review, with Islay and Little Minch due to be used as pilots to test a revised process which CalMac is planning for later in the year. ICCFC has insisted on consultation before finalizing for the Islay route. A paper from CalMac is awaited with a summary of the proposals, for discussion within ICCFC.

New vessels - there has been some negative feedback regarding IOI in that it has no passenger showers, no coffee bar and a reduction in toilet and shop space, compared with Finlaggan. Lack of breakfasts on 7 am sailings from Kennacraig has been again questioned with CalMac and they are investigating whether any change can be made. There is also a question of space availability for Ileach sales, which is under discussion with CalMac.

Port Ellen Development - said by CMAL to be progressing well.

Carriage of Dangerous Goods (DG) - The rules call into question the practicality of using two new vessels or operating with only one new vessel plus Fin. ICCFC has met with CalMac to discuss and they held a public 'drop in' meeting at Port Ellen to further clarify. Between 30 and 40 members of the public attended.

Winter 2026/7 - ICCFC has continued to strongly argue with CalMac for retention of Finlaggan during the entire Winter timetable. A compelling case has been made in order to provide a consistent frequency with maximum capacity and sailings, as compared with the inferior service that would result from two new vessels operating together. ICCFC has obtained the support of MSP Jenni Minto in this respect and has articulated the requirement in a recent 'Scotsman' press article. The ICCFC is reasonably confident of a positive outcome.

ICCFC has declined to discuss the Summer 2027 timetable with CalMac until the question of this Winter's timetable is resolved.

Other - Ferries Community Board - JP has withdrawn from membership.

Appendix B – Councillor A Redman – report

OVERVIEW

As your independent local councillor, my absolute priority remains standing up for our local communities, protecting your pockets, and providing a genuine voice over any political party line. Our island economy, hospitality businesses, and households are currently operating under immense financial pressure.

It is for this reason that I have consistently voted against the crippling, near 20% council tax hikes imposed on local families over the last two years, and why I firmly oppose the implementation of any new visitor levies or wasteful consultation rounds that merely add to the burden on hard-pressed taxpayers.

Real value for money and direct fiscal responsibility must be returned to local governance.

1. ROAD INFRASTRUCTURE & PUBLIC SAFETY

B847/A847 Strategic Resurfacing Failures (South of Port Mhor), Jamieson Street (Bowmore), The Oa Road (Port Ellen), The Oa Road (Port Ellen),

Port Charlotte Footbridge Replacement and Portnahaven and Port Wemyss potholes.

A major infrastructure breakdown occurred regarding the planned large-scale resurfacing works south of Port Mhor. The council relied on a specialist transport vessel to deliver modern, bulk "cold mix" macadam quickly. Due to this vessel being unexpectedly moved to dry dock for prolonged repairs, the entire autumn strategy for Islay collapsed. The fallback measure—transporting standard hot-mix bitumen incrementally via the CalMac ferry network—has caused widespread and justified skepticism. There are serious technical concerns that transit cooling times leave the material too cold upon arrival, risking a short-lived, secondary patch-job.

I have formally lodged a corporate representation (Incident Reference: 260914-000665) to demand absolute clarity on quality control, accurate communication, and a robust contingency plan for winter gritting salt stocks, which were supposed to be delivered by the same out-of-action vessel.

Islay's distilleries generate hundreds of millions of pounds for the national exchequer; our road network must reflect that massive economic contribution.

Jamieson Street (Bowmore) Capital Investment Exclusion:

Following formal representations to the Roads Department regarding the heavily deteriorated state of Jamieson Street—a vital central corridor in Bowmore—the council confirmed that this section has been completely excluded from this year's capital investment programme. We can't rely entirely on routine inspections and reactive patching. I have strongly condemned this short-sighted approach, as the surface has degraded past the point of minor repairs, posing an immediate public safety risk to pedestrians and causing vehicle damage. I will continue to press for the structural integrity of Jamieson Street to be prioritised.

The Oa Road (Port Ellen) Inspection and Defects:

Following a severe surge in constituent complaints regarding the worsening state of the Oa road in Port Ellen, which is causing vehicle damage and posing road safety hazards, I pressed the Roads Department for immediate intervention. I have secured official confirmation (Incident Reference: 260815-00037) that the annual inspection is due immediately, and formal repair instructions will be raised for all identified defects.

Emerivale Road, Pavement, and Footpaths (Port Ellen):

I have repeatedly escalated constituent concerns regarding the unacceptable condition of the road and pavement at Emerivale (Incident Reference: 260901-000629). The council has confirmed that this section of road is not yet adopted and remains the legal responsibility of the property developer. However, the council is actively liaising with the developer to force repairs. On an immediate

positive note, council operatives are scheduled to trim and clear the heavily overgrown pedestrian footway to restore safe passage for local families.

Port Charlotte Footbridge Replacement:

At the recent Mid Argyll, Kintyre and the Islands (MAKI) Area Committee meeting, I discussed formal plans for a full structural replacement of the Port Charlotte Footbridge, ensuring the works keep the main road safe and open throughout the process. I have also been pressing for potholes to be filled in Portnahaven, Port Wemyss and many other areas.

2. PUBLIC SERVICES & UTILITIES

Port Ellen.

Street Lighting Circuit Failure

Widespread street lighting failures across large sections of Port Ellen—specifically along the main entry routes—have left parts of the village in pitch darkness, creating a hazardous environment for drivers and pedestrians. I have officially escalated this issue to the Roads Department (Incident Reference: 260829-000036). Given the scale of the blackout, this appears to be a systemic circuit failure rather than isolated blown bulbs. I have demanded an immediate inspection and a formal repair timescale.

Islay Recycling and Bin Collection Disruptions

Constant disruptions to local refuse services hit residents hard. Following technical failures with the waste collection vehicle that caused missed recycling collections at the end of August and early September, I escalated a formal challenge to the local authority. I am firmly pressing for a permanent, reliable frontline solution rather than temporary catch-up timetables.

3. HEALTH & SOCIAL CARE

Opposition to the Dissolution of NHS Highland.

I have written direct, formal representations to the First Minister and the Cabinet Secretary for Health and Care expressing the strongest possible opposition to the Scottish Government's radical blueprint to dissolve NHS Highland and merge services into a centralised, macro "super-board." Decisions regarding island medicine cannot be dictated from a desk in the Central Belt by administrators who have never set foot on our shores.

The major healthcare unions, including UNISON Scotland and Unite the Union have raised critical red flags, I have also done the same over the complete lack of transparency. This "slash and burn" restructuring poses a direct threat to frontline funding, risks thousands of public sector job losses, increases staff workloads, and pushes critical services further away from the vulnerable island populations who rely on them most.

HSCP Localisation

At the Health and Social Care Partnership (HSCP) Quarterly Elected Members Briefing, I firmly stated that structural consolidation directly contradicts the localisation and community-led approaches our islands require. True care relies on keeping decisions close to the ground.

4. RURAL ECONOMY & PRIMARY INDUSTRIES

Condemnation of Mandatory Livestock Reductions.

The suggestion by the so-called UK Climate Change Committee that Scotland must enforce a 27% reduction in cattle and sheep numbers—amounting to roughly two million animals—is an existential threat to our rural economy, food security, and way of life. Following shifting statements from the Scottish Executive indicating that these livestock cuts are back on the table, I have formally written to Jim Fairlie MSP, Minister for Agriculture, Marine and the Islands.

Forcing our agricultural sector to artificially downsize herds will not yield global climate benefits. Instead, it creates "carbon leakage"—penalising hard-working Islay and Jura producers while forcing our nation to import meat from overseas markets operating under far lower animal welfare standards. I stand shoulder to shoulder with our local farmers and crofters against these top-down mandates.

The 178th Islay, Jura and Colonsay Agricultural Show

It was a fantastic privilege to attend the 178th Islay, Jura and Colonsay Agricultural Show with my family. The event showcased the absolute best of our local livestock, produce, and rural heritage. It was an excellent opportunity to connect directly with constituents, listen to localized concerns, and celebrate the vital primary industries—including our farmers, crofters, fishermen, and small businesses—that form the heartbeat of our ward.

5. HOUSING & SOCIAL SUPPORT

Official Opening of Robin Currie Way (Port Charlotte).

I was delighted to attend the official naming and opening ceremony for the fantastic new 16-home affordable housing development in Port Charlotte, delivered by West Highland Housing Association and MacLeod Construction. This project marks a brilliant milestone for Islay and stands as a fitting tribute to the late Councillor Robin Currie, who worked tirelessly and passionately to secure quality, affordable housing for island residents.

Social Housing Dampness and Mold

The cost-of-living crisis is hitting our communities severely. I am demanding immediate, proactive action from the local authority to address the unacceptable levels of dampness and mold present in some of our social housing stock. Every resident on Islay deserves a safe, dry, and healthy home.

Support for Local Food Banks and Pantries

Our local food banks and community pantries do an incredible job supporting individuals and families facing hardship across the Kintyre and Islands Ward. To keep providing this vital lifeline, they rely entirely on our collective generosity. I highly encourage neighbours who are in a position to give to consider donating essentials, dropping off toiletries, or volunteering their time to sustain these critical groups.

6. ENERGY & DEVELOPMENT FUNDING.

Defending Horizons Against MachairWind Offshore Project

In my recent local newspaper columns, I have reinforced our community's unified stance against the proposed MachairWind Offshore Windfarm. We refuse to allow our heritage and livelihoods to be treated as collateral damage. The proposed 335-metre turbines pose irreversible risks to delicate marine habitats, threaten subsea cabling disruptions, and present a catastrophic visual blight on our pristine, untouched Atlantic horizons.

£50,000 Area Committee Priority Fund Now Open

Applications have officially launched for the Area Committee Priority Fund, with a dedicated £50,000 allocated specifically to our local area for the 2026/27 financial year. Local community groups, clubs, and charitable organizations can apply for grants of up to £5,000 to drive community ideas forward, support families, and boost our local economy. Applications remain open until Sunday, 25 October 2026.

Islands Resilience Fund & Island Communities Place Programme

To help local businesses weather the storm of extended ferry disruptions, I am heavily promoting the newly opened £3 million Islands Resilience Fund delivered by Highlands and Islands Enterprise (HIE). Eligible small-and-medium enterprises (SMEs), social enterprises, and community groups across the

retail, hospitality, transport, and food production sectors can apply for grants between £3,000 and £35,000 to offset transport disruption costs.

Additionally, residents are encouraged to engage with the Island Communities Place Programme, delivered by Planning Aid Scotland (PAS). This free initiative provides training, resources, and support for creating Local Place Plans, ensuring our island communities have a direct say in how their spaces develop.

7. Ferry Services and Freight Concerns.

The ongoing instability of our lifeline ferry services remains a major issue, with unacceptable levels of disruption and cancelled sailings continuing to impact residents, businesses, and tourism. While the introduction of new tonnage is welcome, a serious operational challenge has emerged regarding the freight capabilities of the new MV Isle of Islay compared to the older MV Finlaggan.

Under newly enforced interpretations of Maritime and Coastguard Agency rules, the brand-new MV Isle of Islay cannot carry its full capacity of passengers whenever it is transporting essential dangerous goods, such as fuel tankers, heating oil, or gas.

Crucially, the older MV Finlaggan retains crucial grandfathered exemptions allowing it to haul these materials without restricting passenger timetables. When the new vessel carries a fuel tanker under these stricter rules, passenger numbers must be drastically slashed—effectively canceling out a sailing's worth of passenger capacity just to keep the island heated and fueled. This regulatory inconsistency directly penalises our local hauliers, agricultural contractors, tradesmen, and distilleries.

A brand-new, multi-million-pound vessel should represent a step forward, yet these freight limitations mean it offers far less operational flexibility than a vessel built over a decade ago. Immediate statutory clarity and practical solutions are required from CalMac and Transport Scotland to ensure our haulage capacity is protected without regularly crippling our passenger timetables.

8. Standards Commission and Records Retention Concerns.

Serious concerns must be raised regarding the recent decision by the Standards Commission for Scotland to drastically shorten its record-retention window from five years down to just one year.

This abrupt policy shift resulted in the immediate destruction of 24 councillor case files, a move that directly coincided with a high-profile judicial review where the Court of Session ruled that the watchdog had acted unlawfully by blocking defense evidence. The fact that these public records were shredded while the Commission is actively appealing that ruling—and while multiple other code of conduct cases remain open across Scotland—raises profound questions about transparency and accountability.

While the Commission has claimed this deletion was a mandatory adjustment for UK GDPR compliance, the Information Commissioner's Office (ICO) has made it clear that no such fixed timeframe is legally prescribed. There is a worrying risk that data protection laws are being misapplied to shield regulatory processes from scrutiny and erase historical records relevant to ongoing structural challenges.

As a local representative, I have formally submitted statutory inquiries and complaints regarding this matter to the ICO Scotland Team, COSLA, and the Keeper of the Records to ensure that national oversight bodies remain fair, open, and legally sound.

CLOSING REMARKS

Working hard for Islay all year round is an absolute privilege. If there is any local matter, infrastructure defect, or individual concern you need assistance with, please do not hesitate to contact me directly.

I am always here to stand up for your interests and fight your corner.

Appendix C – Councillor Dougie McFadzean Update

Since the last Islay CC meeting a summary of some of my activity relating to Islay is below –

- I attended the agricultural show working at both the SNP pitch and the Islay Link Club pitch. Islay Link Club is a mental health support charity of which I am an active volunteer and trustee
- I have represented Islay at very many formal committee meetings including;
 - COSLA Health and Social Care Board
 - Community Services Committee
 - West Highland Housing Association Board
 - Islay and Jura Community Enterprises Board
 - Islay Development Initiative Board
 - HSCP Clinical Care and Governance Committee
 - HSCP Integration Joint Board
 - HSCP Finance and Resources Committee
 - Corporate Parenting (The Promise) Board
 - Alienergy Board
 - Plus, several others.....
- I attended Cairnmore Woods regarding the fly tipping incident and liaised with SEPA, Environmental Health and Police Scotland to support the landowner, resulting in a civilian penalty being issued. I am still supporting the landowner with this issue
- I met with Andy Summers on Islay, head of roads and infrastructure to discuss ongoing issues on Islay and Jura
- I met with Council Leader Jim Lynch and Council CEO Pippa Milne in the ICCI to discuss Islay issues
- I am working with the new owner of Islay House and the manse at Kilchoman on a vision to save Kilchoman Church
- I have been helping several small business owners develop their businesses and connecting them with the right people within the Council
- I have had weekly meetings with the Council finance and project delivery teams, along with privately contracted bodies to drive the Bowmore hall development
- I have been developing a Trauma Informed awareness strategy to help protect people who have experienced or are likely to experience trauma in the workplace or elsewhere
- I have helped constituents secure homes on Islay by supporting their applications and meeting with housing officers to advocate for my constituents. Very recently several people I have been working with for some time have secured a much-needed home. I am attending the ACHA office tomorrow with a constituent with some complex needs for example
- With my policy lead for care services hat on, I have been working hard to protect island services and ensure our people get the care needed
- I have been dealing with neighbour disputes, financial disputes, electricity supply issues, anti-social behaviour issues, benefit advice and other pleas for help
- I am disappointed that the planned road resurfacing on the A847 has been delayed again. This is due to the delivery barge 'breaking down' and being in dry dock. I will ensure these planned works take place
- I have also been gauging public opinion on several upcoming decisions requiring to be made by council, including the visitor levy and short term let control areas
- I continue to liaise closely with CalMac re their service provision and attended their drop in event in Port Ellen regarding dangerous goods
- The planning delays on Islay are improving slowly and I continue to support individuals and businesses going through that arduous process!

- I am scheduled to attend briefings and discussions regarding the Programme for Government where I will lobby and advocate strongly to protect and promote island life and needs. We must make sure that island voices are heard and with that in mind I have spoken several times to Jenni Minto and was pleased to see her asking very island specific questions in parliament last week.

D – Councillor Anne Horn Update

As Councillor MacFadzean was chairing a meeting of the Health and Social Care Partnership It was my pleasure to open the new housing development in Port Charlotte named Robin Currie Way, a very fitting name in honour of the late Councillor Robin Currie who was passionate about decent affordable homes for all.

I have had several constituents contact me regarding housing, and I am working with officers and agencies to progress this.

There are several areas with streetlights out or incorrect timers, I have reported this to the relevant officers.

Jean MacLellan attended the MAKI Area Community Planning Group where she gave an excellent presentation on behalf of the Islay Link Club. I continue to argue for repairs to footpaths, and grass cutting and any issues that arise for my constituents.