



Community Asset Transfer Scheme (CATS) for our national forests and land

ASSET TRANSFER REQUEST FORM

Introduction

Please read the relevant parts of the [Community Asset Transfer Scheme](#) (CATS) Guidance before completing this form. You may also wish to refer to the Scottish Government's [Asset Transfer Guidance for Community Bodies](#).

The Request must be submitted in writing, either as a hard copy or by email. Please answer all the questions. You can attach additional information as extra sheets or electronic documents. Please be specific. When answering the questions you do not need to repeat any information you have already given but simply refer to an earlier answer or attached document.

Please return the completed form and supporting documentation to:

Community Asset Transfer Scheme Team
Forestry and Land Scotland
Apex 1, 99 Haymarket Terrace,
Edinburgh
EH12 5HD

E-mail: fls.communities@forestryandland.gov.scot

We will confirm receipt of your Request within 5 working days, and you will receive a formal acknowledgement letter within 15 working days to confirm whether your Request is valid or requesting further information. We may also ask you for more information during the assessment and evaluation process.

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This is an asset transfer request made under Part 5 of the Community Empowerment (Scotland) Act 2015.

SECTION 1: Information about the community transfer body making the request

1.1 Name of the community transfer body making the asset transfer request

Glenfinnan Community Facilities SCIO

1.2 Community transfer body address

This should be the registered address, if you have one.

Postal address: The Jetty Hut, Glenfinnan

Postcode: PH37 4LT

1.3 Contact details

Please provide the name and contact address to which correspondence in relation to this asset transfer request should be sent.

Contact name: David Grieve

Postal address: [REDACTED]

Postcode: [REDACTED]

Email: [REDACTED]

Telephone: [REDACTED]

☒ We agree that correspondence in relation to this asset transfer request may be sent by email to the email address given above. *(Please tick to indicate agreement)*

You can ask the Forestry and Land Scotland to stop sending correspondence by email, or change the email address, by telling us at any time, as long as 5 working days' notice is given.

1.4 Type of eligible community transfer body

Please select **one** option and mark with an “X” in the relevant box to confirm the type of community transfer body and its official number, if it has one:

- a Company ☐ and its company number is _____
- or
- a Scottish Charitable Incorporated Organisation (SCIO) ☒ and its charity number is SC048431
- or
- a Community Benefit Society (BenCom), ☐ and its registered number is _____
- or
- Unincorporated organisation ☐ (no number)

Please attach a copy of the community transfer body’s constitution, articles of association or registered rules.

- If the organisation is an eligible community transfer body under the Community Empowerment (Scotland) Act 2015 go to **Section 2**.

1.5 If the organisation is not an eligible community transfer body under the Community Empowerment (Scotland) Act 2015:

a) Has the organisation been individually designated as a community transfer body by the Scottish Ministers?

No ☐ Yes ☐

Please give the title and date of the designation order:

or b) Does the organisation fall within a class of bodies which has been designated as community transfer bodies by the Scottish Ministers?

No ☐ Yes ☐

If yes, what class of bodies does it fall within?

Section 2: Information about the land and rights requested

(see CATS Guidance Section 1.2)

2.1 Please identify the land to which this asset transfer request relates.

You should provide a **grid reference** and attach a **map** clearly showing the boundaries of the land to which this asset transfer request. You should also provide any name by which the land is known, and you may also wish to provide additional description. You can contact your Forestry and Land Scotland [Region](#) office for assistance in providing a copy of the map.

Grid reference: *Area of ground extending from NM906803 to NM927794 approximately.*

Area in hectares: *We are requesting the transfer of two adjacent but currently separate areas, which we will refer to as areas A and B, that together amount to an area of 26.8 ha.*

Name and description of the land:

PLEASE NOTE: In this and all following sections, annotations of the form [SMxxx] are references to documents in the supporting materials folder.

Area A (23.57 ha) is part of the ground identified in the FLS map system as Forest:519 Block:51. Specifically that area bounded on the south by the northern verge of the forest road (so that the forest road IS NOT included in the request); bounded on the north by the south bank of the River Callop including an extended spit of land between the Callop river and Lochan Port na Creige; bounded on the west, partly by the shoreline of Lochan Port na Creige, then by an unnamed stream running north from the forest road to the southeast edge of Lochan Port na Creige. The east end is defined by the convergence of the north and south boundaries.

Area B (4.19 ha) is also part of the ground identified in the FLS map system as Forest:519 Block:51. Specifically that area bounded on the south by the Allt Dubhaidh; on the north by the route of the old (pre-1971) A830 that runs approximately 20m to the south of, and in parallel with the line of the current A830T; on the west by the west side of the access road that runs south from its junction with the A830T to the bridge over the River Callop at grid reference NM 92428 79223 (so the access road IS included in the request), and on the east by a line running approximately north-south from grid reference NM92703 79494 to Grid reference NM92716 79406Y, then following the line of a drainage ditch and then an unnamed stream discharging into Allt Dubhaidh.

Areas A and B are illustrated by outlines coloured red on the map [SM001], aerial photograph [SM002], and on the Sub-Compartment Data Base (SCDB) map [SM003] that were prepared by FLS as the basis for the land valuation.

If your request is for a building, you should provide a street address and the Unique Property Reference Number ([UPRN](#)) if known.

Address:

UPRN (**if known**):

Section 3: Type of request, payment and conditions

(see CATS Guidance Section 1.4)

3.1 Please tick what type of request is being made:

- ☒ for **ownership** (under section 79(2)(a)) – go to **Section 3A**
- ☐ for **lease** (under section 79(2)(b)(i)) – go to **Section 3B**
- ☐ for other **rights** (section 79(2)(b)(ii)) – go to **Section 3C**

3A – Request for ownership

What price are you prepared to pay for the land requested (see CATS Guidance Section 2.2)?

Proposed price: £ 88000 [SM004 Valuation Report]

Please attach a note setting out any other terms and conditions you wish to apply to the request.

3B – Request for lease

a) What is the length of lease you are requesting?

b) How much rent are you prepared to pay? (see CATS Guidance Section 2.2)
Please make clear whether this is per year or per month.

Proposed rent: £ per

Please attach a note setting out any other terms and conditions you wish to be included in the lease, or to apply to the request in any other way.

3C – Request for other rights

a) What are the rights you are requesting?

Servitude right of access over the bridge over the River Callop at grid reference NM 92428 79223.

Do you propose to make any payment for these rights?

Yes ☐ No ☒

If yes, how much are you prepared to pay? Please make clear what period this would cover, for example per week, per month, per day?

Proposed payment: £ per

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Please attach a note setting out any other terms and conditions you wish to apply to the request.

Section 4: Community Proposal

You may wish to refer to relevant sections in supporting documents.

4.1 Please set out the reasons for making the request and how the land or building will be used.

This should explain the objectives of your project, why there is a need for it, any development or changes you plan to make to the land or building, and any activities that will take place there.

Starting with the Chamber of Secrets in 2002, the Glenfinnan Viaduct has featured prominently in four Harry Potter films. This unexpected stardom for the viaduct has resulted in a 20-fold increase in tourist visitors to the village (2002 to 2019).

Following a brief respite in the COVID years, visitor numbers quickly recovered so that the village now consistently receives more than 660,000 visitors per year, most of whom arrive by private car or tourist coach. This has created an overwhelming traffic and parking challenge that has had, and continues to have, a significant negative impact on the community.

The primary objective of our project is to create a lasting and sustainable traffic management solution. (To borrow Highland Planning's summary) by establishing an off-site parking facility east of Glenfinnan to help manage increasing visitor numbers and reduce congestion, road safety risks and environmental pressures associated with the village's popular attractions.

We seek to achieve this in a manner that is consistent with the relevant policies of the National Planning Framework 4 while at the same time addressing other objectives and priorities that we have identified through consultation with the community. In the literature, the approach we are proposing is referred to as regenerative tourism [SM020].

The scope and anticipated benefits of our proposal are listed briefly in our response to section 4.2 and are described in detail in the supporting materials [SM010], but the inescapable conclusion is that land ownership is both part of the problem and fundamental to the solution, and this motivates our wish to acquire land by means of the community asset transfer program.

The issue of land ownership can be summarized by maps of "Who owns Glenfinnan" [SM021] that were prepared by GCF SCIO, or by the following statistics.

95.4% of the Glenfinnan Community Council area is part of a large estate, Loch Shiel accounts for a further 4.2%, leaving just 0.4%, most of which is occupied by private housing or public buildings.

Considering just the 2.5 x 2.5km square that frames most of the village, the percentages are still challenging; 76% is in large estates (61.6% of that square is owned by either Glenfinnan Estate or Glenaladale Estate), 17.6% is Loch, leaving just 6% to share between small landowners, private houses, holiday lets and public buildings. Nominally about half of that remaining 6% is available for development but in practice much of it is unusable because of ground conditions, topology, ownership issues, access issues or any combination thereof.

To implement our proposals successfully we will realistically require more land.

4.2 Benefits of the proposal

Please set out the benefits that you consider will arise if the request is agreed to (see CATS Guidance Section 3.2). This section should explain how the project will benefit your community, and others.

Please refer to the guidance on how the relevant authority will consider the benefits of a request.

The charitable purpose of Glenfinnan Community Facilities SCIO as recorded by OSCR is

To manage the Glenfinnan Community Facilities for the benefit of all the residents of Glenfinnan Community Council Area, including use for meetings, events, lectures and classes, and for any other forms of education, training, recreation and leisure time activity, with the object of improving the conditions of life for the community. To organise and promote any other community-based activity which the members shall consider improving the conditions of life for the community and/or promote community participation.

The key theme of this statement of purpose is evidently “benefit to residents” and projects such as the community hall mentioned in our response to Section 4.5 clearly fit that brief, and, while benefit to tourist visitors is not explicitly in our objectives, the relief from the worst effects of visitor traffic and the revenue generated by parking fees provided by the community car park, is directly beneficial to residents. The current car park income covers the operational cost of the community hall, the delivery of a variety of services to residents, and some local employment (a roster of car park attendants, the car park manager and the community hall manager).

The demonstrable success of our completed community benefit projects motivates us to expand and improve, but to do this will require funding beyond what can be generated from the current community car park alone.

The components of our proposal can be categorized either as “revenue generating” or as “community benefit”, with the former funding the latter. However, there is an important third category, “Natural Environment”, which will also be funded by the revenue generators but will benefit everyone (community and visitors).

Since, ultimately, the revenue is generated from tourist visitors, the proposed revenue generators are chosen to address the visitors’ needs and the issues as identified in the various consultancy reports referenced in our section 4.5 response.

The proposed community benefits are chosen to address the highest priority needs and issues identified through formal consultation with village residents. This is pure “regenerative tourism”.

The working list of revenue generation, community benefit and natural environment activities is,

Revenue Generation

- *Car Park at Callop*

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- *Car and Camper Van Parking (existing facilities in Glenfinnan are overwhelmed)*
- *Park-n-Ride (electric, low floor buses shuttling regularly to and from Glenfinnan)*
- *Long-Stay Parking (for hikers, bikers, kayakers etc., to encourage these activities)*
- *EV charging bays*
- *Campervan Aire with services and black water disposal*

- *Public Toilets (“changing spaces” compliant)*
- *Retail provision (a small shop and/or “pop-up” retail offering) – scale will be ancillary to the primary function as a car park.*
- *Self-service bicycle repair station*

Community Benefit

- *Better traffic management and reduced congestion by having all private cars and camper vans park at Callop and have visitors use the park-n-ride, thus reserving the village centre parking for tourist coaches and special needs.*
- *Local employment (car park staff and management, retail, part time ranger).*
- *Secure future funding of community facilities/services.*
- *Development of new community services (including affordable housing)*

Natural Environment

- *Make the Callop River bridge accessible (for cyclists and disabled visitors)*
- *Reinstate the Callop Boardwalk (a designated “core path”), but to an improved standard that complies with “Cycling by Design” guidelines so that it can, in due course, serve as a particularly scenic section of the Glenfinnan Greenway with elevated views to the south-west down Loch Shiel.*
- *Work with the Walk, Wheel, Cycle Trust to implement the Callop to Glenfinnan leg of the Glenfinnan Greenway, an active travel route from Druimsallie to Glenfinnan, and as part of the longer-term vision of creating an active travel route from Fort William to Mallaig.*
- *Employ a part-time forest ranger to curate and develop the Callop Woodland as described in the supporting material [SM010 Section 7], with particular attention to regeneration and improved biodiversity.*

4.3 Restrictions on use of the land

If there are any restrictions on the use or development of the land, please explain how your project will comply with these. Your Forestry and Land Scotland [Region](#) office can provide assistance in identifying any restrictions and how to comply with them.

Restrictions might include, amongst others, environmental designations such as a Site of Special Scientific Interest (SSSI), heritage designations such as listed building status, controls on contaminated land or planning restrictions.

The area proposed for transfer is subject to several restrictions.

According to the NatureScot and LIS Agri-environment and Forestry maps, all or part of this area is subject to the following restrictions

- *Sites of Special Scientific Interest (Loch Shiel and Ardgour Pinewoods)*
- *Special Protection Area (Loch Shiel)*
- *Special Areas of Conservation (Ardgour Pinewoods)*
- *Geological Conservation Review Sites (Solum of A830T)*
- *National Scenic Areas (Loch Shiel)*
- *Native Woodland (Pine and Birch)*
- *Predator Control for Black Grouse*
- *FLS Peat Restoration Project*

According to the SEPA Flood Risk map, a substantial part of area A and sections of area B carry a high, medium or low risk of river, surface water and small watercourse flooding.

According to the Highland Council map of tree preservation orders (TPO), there are none in this area, but as it is a designated conservation area, planning must be given 6 weeks' notice of any plan to fell trees so that a TPO can be imposed if necessary.

According to Historic Environment Scotland there are no listed buildings, the nearest to this area being the Glenfinnan Monument.

According to the Highland Council map of contaminated land, there is no contaminated land in this area, the nearest being a former gas works in Invergarry.

In recognition of all of these constraints, pre-application advice from Highland Planning [SM005] has made it clear that a full planning application would need to be supported by

- *a tree/woodland survey*
- *a peat survey (this has been done [SM006])*
- *an ecological/protected species survey*
- *an environmental impact assessment (EIA) screening opinion, possibly an EIA*
- *Site specific flood risk and drainage assessments*

4.4 Negative consequences

What negative consequences (if any) may occur if your request is agreed to? How would you propose to minimise these?

You should consider any potential negative consequences for the local economy, environment, or any group of people, and explain how you could reduce these.

We have considered the following potential negative consequences,

1. *Developing the land could conflict with the list of restrictions itemised in section 4.3.*

*To address and mitigate this, we are only proposing to commercially develop the small part of the requested land that is **not** covered by the listed restrictions (except some development over patches of low quality deep peat in area B). Most of the land will only be developed by way of paths, trails or boardwalks, as described in the supporting materials.*

If the restricted land were to be further developed in the future it could and would only be done so within these pre-existing constraints; any built structures would be designed to be sympathetic to the environment and vehicular access would be restricted to maintenance staff only, and in all cases subject to planning consents.

2. *By re-directing tourists to new parking and facilities at Callop, businesses in the village might suffer a loss of trade.*

The tourists' primary objective is to visit Glenfinnan; whether for the history, the scenery or just a selfie at the viaduct. Callop would always, at best, be a staging post on that journey. Callop primary purpose is traffic and congestion management with the added benefits of encouraging active travel, "slow tourism" and parking revenue.

It therefore seems unlikely, given the sheer volume of visitors, that there would be any discernible reduction of trade in the village. Consultation with local businesses confirms that they unanimously share this belief. However, the retail provision at Callop is proposed to be predominantly based on temporary structures (on serviced plinths) which could be easily discontinued if there was an adverse effect on businesses in the village.

3. *By providing new parking and facilities we improve the visitor experience and thereby risk increasing the total number of visitors, to the detriment of the village residents.*

The ideal outcome would be to generate more revenue from the visitors that we already get, but improving the visitor experience could undoubtedly increase visitor numbers, it's almost a measure of success (albeit unwanted).

The main mitigation is to develop our proposals in close collaboration with the National Trust for Scotland and the Glenfinnan Station Trust so that we can successfully implement a whole village strategy to re-factor visitor management and achieve our shared objective of "cars and campers at Callop, commercial coaches at the NTS". Even a 50% reduction in the number of vehicles attempting to park in the village would be a major win for the community.

Given that most visitors are one-time visitors who do not know “how” to visit Glenfinnan, we expect that with clear signage and a coordinated program of information and guidance on social media and other more traditional sources, we can modify visitor behaviour to achieve this. There will, inevitably, be some who ignore the guidance, but they will be in the minority.

4. *By Improving access to the natural assets by way of nature trails etc., if over-used, could damage the very nature they are designed to showcase.*

In mitigation, this is not a new problem, and we have already (as part of the feasibility study [SM010]) sought advice and best practice from similar endeavours in other parts of Scotland.

5. *By creating this new infrastructure, we degrade the value or amenity of neighbouring properties or land.*

The only local party to have raised any concerns about the proposals is the factor of Conaglen Estate which is our neighbour to the south of the Callop development.

We will continue to engage in dialogue with the estate to gain a better understanding of the concerns and hence determine what mitigations might be possible and acceptable.

From (limited) correspondence so far it appears the main concerns are

- i. *Continuation of the sporting rights agreement negotiated with the Forestry Commission in 1962 (possibly due to expire in 2032?) and,*
- ii. *the possible negative impact of the car park and camper van aire on nearby Callop Cottage.*

With regard to (i), we have already stated that we have no desire to be culling deer in this area and have requested sight of the agreement that Conaglen wish to continue.

With regard to (ii), we have already considered additional screening and relocation of the proposed aire to mitigate noise and light pollution, proposed upgraded access control to avoid unwanted visitors, and intend to commission a flood risk and drainage assessment for the site. We aim to be a responsible and good neighbour, but we will need greater clarity on the perceived issues to progress.

6. *By creating this infrastructure, we become overdependent on the continued success of attractions that may be discontinued (the Jacobite train) or become less popular (Harry Potter).*

One of the motivations to include a campervan aire in the proposal is that the customers for such a facility are a different demographic to the Harry Potter enthusiasts that will continue to visit as long as Scotland is a touring holiday destination. So, apart from addressing a very real shortage of such facilities on the Road to the Isles, this gives us a useful diversification of our income, as does the proposal for rural skills courses.

There is also some evidence from visitor count data that the train determines when people arrive

more than if they arrive at all. In fact, traffic management easier when the train is not running because the (undiminished) visitor load is spread more evenly across the day. Discontinuance of the train would likely be more of a concern to Mallaig.

The Harry Potter appeal does not appear to have diminished in the 24 years since the first film was screened, indeed it appears to be generational now, and will no doubt be given a further boost by the television series that is currently in production.

4.5 Capacity to deliver

Please show how your organisation will be able to manage the project and achieve your objectives.

This could include the skills and experience of members of the organisation, any track record of previous projects, whether you intend to use professional advisers, etc.

The Glenfinnan Community Facilities SCIO has a solid track record of successfully completed projects and the trustees (who are all either residents or property owners in Glenfinnan) carry forward their experience of having worked on the following projects.

- We created a new 120 space carpark to address the demand for tourist parking. (£385,600 RTIF and LEADER funding for construction + £10,700 HIE for ticket machines etc.)*
- We created a community hall by refurbishing a derelict building in the village. This was initially undertaken as tenants on a 20 year lease, but we have since negotiated ownership of the building, the adjacent car parking and the solum of Pier Road. The significance of owning the road solum is that we were then able to make safe several wind-damaged trees on the verges of that road. (£150,000 Lottery, HIE, Highland Council and match funded)*
- We created a safer walking route from the new car park to the Glenfinnan Viaduct by way of a new footbridge over the River Finnan. (£82,000 RTIF and Crowd funded)*
- We acquired a former telephone box and re-fitted it with a defibrillator. (£2350 Self-funded)*
- We replaced the ageing and dilapidated pontoon jetty at Slatlach with a brand new structure that is larger and better built than its predecessor and will provide secure and convenient mooring for both local residents and Loch Shiel Cruises. (£150,000 Self-funded)*

The proposed development is a consolidation of many of the ideas and proposals from community engagement, informed and refined by the following professionally prepared, consultancy documents

- Galmstrup Architects "Glenfinnan Visitor Experience", prepared for the National Trust for Scotland [SM016]*
- Ansons Consulting "Glenfinnan Travel Management Plan", prepared for the West Highland Community Rail Partnership [SM019]*
- SigmaPM Project Solutions "Glenfinnan Traffic Management – Options", prepared for the Glenfinnan Community, The National Trust for Scotland, and Forestry and Land Scotland. [SM018]*
- Raburn, Farquhar, Bowen. "Callop Car Park Design and Connection to Glenfinnan, Site Appraisal and Design Options" [SM017]*
- LUC. "Land at Callop, Glenfinnan Transport Note" [SM012]*

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- *Duncan MacPherson et. Al "Feasibility Study for a Proposed Community Acquisition and Development of Land at Callop, Glenfinnan" [SM010]*
- *Duncan MacPherson et. Al "Business Plan for a Proposed Community Acquisition and Development of Land at Callop, Glenfinnan" [SM011]*

While several of the trustees and other village residents have relevant professional experience, we prefer to outsource design and development to specialist professionals and subject area experts, then use residents that have relevant skills and knowledge in an oversight / liaison role. We have found that this ensures the best results; while retaining control and mitigating volunteer fatigue.

Section 5: Level and nature of support

5.1 Please provide details of the level and nature of support for the request from your community and, if relevant, from others (see CATS Guidance Section 3.2)

You should describe the community your body represents and include information on the proportion of your community who are involved with the request, how you have engaged with your community beyond the members of your organisation and what their response has been.

You should also show how you have engaged with any other communities that may be affected by your proposals.

Glenfinnan Community Council is the statutory body responsible for determining and representing the needs and interests of the people living in the Glenfinnan Community Area [SM007].

The Glenfinnan community area includes the small village of Glenfinnan, which is the main permanent settlement, a few isolated buildings at Glenaladale, Scamodale and Callop, the MOWI fish farm at Guesachan Cottage, the northern half of Loch Shiel, and portions of several large estates; Glenfinnan, Fassfern, Conaglen, and Glenaladale Estates, the National Forest Estate and the Inverailort Deer Forest.

Glenfinnan village has a permanent resident population of approximately 117 people with the following demographic.

<i>Age Group</i>	<i>Qty</i>
<i>Under 18</i>	<i>14</i>
<i>Adult 18 to 65</i>	<i>72</i>
<i>Senior 66+</i>	<i>31</i>

This tally does not include seasonal residents nor visitors to the various holiday accommodations.

One of the council's several responsibilities, subject to regular consultations to ensure wide and ongoing community support, is to run, or support projects that will improve the well-being of the local community.

However, if projects will require the community council to own property, hold leases, maintain substantial cash reserves, or apply for funding, then Highland Council advises that a separate charitable structure, such as a SCIO, is established. As an incorporated body, a SCIO provides the appropriate legal framework and protections for larger undertakings.

In 2018 the Glenfinnan Community Council established the Glenfinnan Community Facilities SCIO to manage their community benefit programmes.

The GCF SCIO is a two-tier SCIO which means that its governance is split between a Board of Trustees and a wider body of ordinary members. The members elect the trustees and hold ultimate control over the organization's constitution and direction.

GCF SCIO membership is limited to people aged 16 and over who live permanently in the Glenfinnan community area, or who own property / land in the Glenfinnan community area. We currently have 65 members of which 8 also serve as trustees (only members can be trustees), so our membership directly represents approximately 60% of the community.

For those residents who chose not to engage directly we maintain awareness of our activities by publishing the minutes of both the Glenfinnan Community Council and the GCF SCIO meetings on our website <https://glenfinnan.info>. All community council meetings are open to all residents. Quarterly GCF SCIO meetings are open to all members, the remainder are open to Trustees only, but the minutes are published.

Following the success of our early projects; the community car park, the community hall (which had been an ambition of the community since at least 2014) and so on, we sought to define our future project agenda.

In April 2024 we conducted an open-ended "vision day". This was a face-to-face catered event, led by a professional facilitator who was not a resident, where all residents were encouraged to raise any concerns they had, and to share their ideas for the future of the community [SM009].

The event was widely considered successful, and it has largely set the agenda that the GCF SCIO have been pursuing since then. We are currently planning a similar event for 2026 at which we will review and discuss the draft local place plan (more on that below).

The Callop Forest Development aims to deliver on many of the ambitions arising from the 2024 vision day, but to ensure support for such a big project we sought consent from all residents by means of a survey, conducted using both physical forms distributed to all households and on-line, to ensure that no one is disenfranchised.

The results of the residents' survey that was conducted in September 2025 to test our proposals for the Callop Forest Development [SM008] show that we had overwhelming support from residents for all of our proposals (the least popular proposal still garnered 80% support).

For the few residents who did express concerns, there were follow-up interviews to address the issues raised and plans were modified accordingly, for example, we decided to drop the least popular proposal (a café), we re-factored the available parking real estate to allow all coach parking to be at the NTS, and we seriously considered the proposal for a light railway connection, though that was ultimately dismissed as a technically, operationally and financially unachievable.

Following the positive response to the 2025 survey we engaged a team of consultants to prepare a feasibility study and business plan for our proposals.

As part of that study, and as described in detail in the final report [SM010] the consultants conducted semi-structured interviews with representatives of stakeholder organisations during January and

February of 2026. Following the background research, stakeholder interviews and technical assessments, a draft feasibility study was prepared, and a consultation drop-in event was held in the village hall on 25 February 2026 at which various options were shared and discussed with community members. The feedback from that session informed, and is documented in, the final report [SM010] and business plan [SM011], that were formally completed on 29 April 2026.

The consultant's output documents were then formally sent to the trustees of Glenfinnan Community Facilities SCIO, the chair of Glenfinnan Community Council, and key contacts and contributors in the National Trust for Scotland, the Glenfinnan Station Trust, HiTRANS, VisitScotland, Conaglen Estate, Fassfern Estate, Glenfinnan Estate, Forestry and Land Scotland, SigmaPM (Glenfinnan Greenway project), the Scottish Land Fund, Highland Council, Highland Planning and MOWI.

To date we have only received responses from Forestry and Land Scotland and Conaglen Estate, and at this point, only Conaglen Estate has expressed concerns. We have followed up by email, but the dialogue continues.

It has been suggested by several potential funders that we should also draft a Local Place Plan (as introduced by the Planning (Scotland) Act 2019), so on 26 June 2026 the GCF SCIO engaged consultants to conduct semi-structured interviews with local landowners and other stakeholders as a first step in the development of a Local Place Plan for Glenfinnan.[SM015]

We are aiming to have a draft plan available for review by residents and other stakeholders later this year, ideally at the 2026 community consultation event mentioned previously.

Section 6: Funding

Please outline how you propose to fund the price or rent you are prepared to pay for the land, and your proposed use of the land

(see CATS Guidance Section 1.5)

You should show your calculations of the costs associated with the transfer of the land or building and your future use of it, including any redevelopment, ongoing maintenance and the costs of your activities. All proposed income and investment should be identified, including volunteering and donations. If you intend to apply for grants or loans, you should demonstrate that your proposals are eligible for the relevant scheme, according to the guidance available for applicants.

In December 2025 we engaged the services of a team of consultants to prepare a feasibility study [SM010] and business plan [SM011] for our proposed use of the land. This work cost £33,305+VAT.

We were successful in securing a Stage 1 grant for £29,095 from the Scottish Land Fund to pay for most of this. The balance of £4,210 and the VAT component of £3,490 (which was not reclaimable) was met from reserves.

The land being requested was valued at £88,000 in May 2026 by Bowlts Ltd [SM004].

GCF SCIO will fund 100% of the land purchase price through a Stage 2 Capital Grant application to the Scottish Land Fund (SLF). Having already successfully acquitted our SLF Stage 1 grant (£29,095) for the completed Feasibility Study and Business Plan [SM010, SM 011], we are invited applicants for the capital phase. Given our legal eligibility, asset lock [SM013, Clause 98], and delivery track record, we view the capital acquisition funding risk as nominal.

In the unlikely event that the Scottish Land Fund is discontinued following the recent parliamentary elections, then GCF could and would fully fund the purchase from reserves. That would certainly leave our funds temporarily depleted but is a viable solution. The GCF SCIO Accounts are available for inspection on request.

Upon receipt of a positive decision notice and subject to the fund being re-opened, GCF will request the cost of the land and the legal services associated with its acquisition directly from the Scottish Land Fund Stage 2 Capital Grant scheme.

The consultants' reports demonstrate that the current proposal is feasible and economically viable, however the process of consultation has also evolved and focussed our thinking. Some elements have been refined, and less popular or impractical ideas have been dropped.

The next stage, the design stage, will progress us from what we "could do", to what we "will do".

We approached LDN Architects (who have also been appointed by the National Trust for Scotland to design their new Visitor Centre at Glenfinnan) to propose taking the Callop Forest

Development through RIBA Stages 3 and 4 to deliver “contractor ready” plans for the development. They strongly welcomed the opportunity to capitalise on the obvious synergies between the two projects but felt that there are still too many open questions to do a complete design at this stage. They have instead proposed the first step [SM014] of a two-step project to get there.

The cost of step one is quoted at £49,700+VAT, with a very rough guesstimate that step two costs might be in the region of £250,000. Nonetheless this gives us approximate number for the total design cost of £300,000.

Now that we have an approximate number for design costs to discuss, we are resuming discussions with VisitScotland / RTIF with the intention that, in partnership with The Highland Council, we will apply for an estimated £300,000 from the 2026-2027 strategic round.

However, we know from discussion with RTIF that the capital costs of constructing the proposed facilities (estimated in 2025 to be in excess of £1.5M [SM018]) is likely beyond the budget of RTIF alone, therefore, as discussed in more detail in Section 11 of the Business Plan [SM011], the capital costs will be met via a blended public-sector capital portfolio.

For basic construction we will be looking to

- *The Scottish Government Regeneration Capital Grant Fund*
- *Highland Council Capital Discretionary Fund*
- *Highland Coastal Communities Fund*
- *Highlands and Islands Enterprise*

and, if necessary, various private grant-making trusts.

Funding for EV charging will be sought from the Transport Scotland and Energy Savings Trust EV Charging Infrastructure Fund.

Partial or full funding for the proposed toilet facilities will be sought from the Changing Places Toilets Scotland Fund.

A key part of the development is the establishment of an active travel route linking Callop to Glenfinnan Village. This is particularly important to Forestry and Land Scotland because if we are to develop Callop as an active travel hub then we will inevitably generate increased pedestrian and cycle traffic into Glenfinnan. Without a dedicated active travel route, those people will end up on the forest road, which is a risk and public safety liability that we quite understand Forestry and Land Scotland is unlikely to accept.

We are awaiting the publication of an options appraisal study, instructed by the National Trust for Scotland on behalf of the Glenfinnan community and funded by the Walk Wheel Cycle Trust (formerly Sustrans) for an active travel route between Drumsallie and Glenfinnan via Callop (known as the Glenfinnan Greenway).

The options report is in the final stages of landowner consultation necessary to finalise the route, but although we have a strong preference for a particular route that would utilise the land we hope to acquire and the proposed replacement boardwalk, there is inevitably some uncertainty until the report is published.

That said, whichever route is chosen, a dedicated active travel route into Glenfinnan will be proposed and the likelihood of it being implemented is very high given that the Glenfinnan Greenway proposal is aligned with several Scottish Government active travel related policies, not least the National Walking and Cycling Network Policy, and there is funding available from the Active Travel Infrastructure fund / Walk, Wheel, Cycle Trust.

We will seek 100% capital grant funding for the active travel route.

In the unlikely event that the proposal is not carried forwards by any governmental body, then to ensure that the Glenfinnan Greenway does go ahead, GCF SCIO will ensure that the necessary project management and funding is put in place to develop our preferred route.

The asset is entirely self-funding post-completion. Based on the conservative financial modelling in our Business Plan [SM011].

All site maintenance, cleaning, waste management, and staffing costs are fully accounted for within these operating overheads and will be managed via Glenfinnan Enterprises Ltd.

The car park and associated facilities will provide revenue, but it is not a commercial enterprise, we are bound by our charitable status and constitution for all of that profit to be used exclusively to fund projects that will benefit the community.

In the context of the Callop Forest Development, an example of this would be continuous funding of the proposed woodland management and rural skills schemes, more generally the revenue from the development of the acquired land will secure the funding necessary to maintain the community hall and continue to provide services to the community.

We are not allowed to retain profits except as reserve funds for identified projects. There are no independent shareholders or other beneficiaries profiting from this enterprise. None of the trustees are remunerated for their work as trustees.

Signature

Two office-bearers (board members, charity trustees or committee members) of the community transfer body must sign the form. They must provide their full names and home addresses for the purposes of prevention and detection of fraud.

This form and supporting documents will be made available online for any interested person to read and comment on. Personal information will be redacted before the form is made available.

We, the undersigned on behalf of the community transfer body as noted at section 1, make an asset transfer request as specified in this form.

We declare that the information provided in this form and any accompanying documents is accurate to the best of our knowledge.

1. Name **Ingrid Henderson**

Address

[REDACTED]

[REDACTED]

[REDACTED]

Date

23/07/2026

Position

Chair

Signature

[REDACTED]

2. Name **David Grieve**

Address

[REDACTED]

[REDACTED]

[REDACTED]

Date

23/07/2026

Position

Secretary

Signature

[REDACTED]

Checklist of accompanying documents

To check that nothing is missed, please list any documents which you are submitting to accompany this form.

Section 1 – you must attach your organisation’s constitution, articles of association or registered rules

Title of document attached:

SM013 Glenfinnan Community Facilities SCIO constitution JULY 2025.pdf

Section 2 – any maps, drawings or description of the land requested

Documents attached:

SM001 Callop Forest.pdf

SM002 Callop Forest Aerial.pdf

SM003 Callop Forest SCDB.pdf

Section 3 – note of any terms and conditions that are to apply to the request

Documents attached:

SM004 Callop Valuation Report (863188.4).pdf

Section 4 – about your proposals, their benefits, any restrictions on the land or potential negative consequences, and your organisation’s capacity to deliver.

Documents attached:

SM005 2504140PREAPP Response.pdf

SM006 26 010 GCF Glenfinnan Peat Depth Survey V1.2.pdf

SM010 Final Report.Callop.290426.pdf

SM011 Final Business Plan.Callop.290426.pdf

SM012 28-04-2026 Callop Transport Advice Note_Final.pdf

SM016 NTS consultation Report Anne Marie Galmstrup.pdf

SM017 Callop site appraisal & Design Options.pdf

SM018 Glenfinnan Parking Infrastructure Report v3 approved 030725.pdf

SM019 Glenfinnan Travel Management Plan FINAL ISSUED 20230418 (Version 1.7).pdf

SM020 SteveTaylor-RegenerativeTourism.pdf

SM021 Who Owns Glenfinnan Rev C.pdf

Section 5 – evidence of community support

Documents attached:

SM007 Map of Glenfinnan Community Council Boundary.pdf

SM008 GCF SCIO Callop Survey Results - Rev Final.pdf

SM009 GF Vision day summary April24.pdf

Section 6 – funding

Documents attached:

SM014 260703_Community Parking Facilities, Callop Design Team Proposal.pdf

SM015 Proposal - Landowner Engagement for Glenfinnan Local Place Plan.pdf