**Porth of Menteith Local Place Plan Submission Statement**

Dear Planning Authority

Please find attached and linked, a digital copy of the Proposed Port of Menteith Local Place Plan (LPP).

**Community Body**

The community body submitting this LPP is Port of Menteith Community Council. Our community body’s contact details are: [cc@portofmenteith.org](mailto:cc@portofmenteith.org)

**Supporting Information**

Attached or linked is information supporting the LPP or documents referred to in the LPP:

* Our community body’s written constitution (if not a CC)
* A copy of the Information Notice sent to all councillors and adjoining CCs

**Consultation Evidence – Information Notice**

A copy of the information notice sent to councillors and community councils has been included as an attachment to this submission.

As part of this process, no comments or responses were gathered from the councillors or adjacent community councils.

No changes to the Local Place Plan were required or made following the 28 day consultation.

**Statement Showing Regard to Other Plans/Strategies**

In preparing the LPP, our community body has had regard to the [National Planning Framework 4](https://www.gov.scot/publications/national-planning-framework-4/), which aims to create sustainable, liveable and productive places. These national policies are reflected in the priorities and actions summarised in the following sections of the Local Place Plan:

Section 6 – Local Place Plan Proposals

* Moving around – pages 25 – 35
* Spaces – pages 36 – 39
* Housing – pages 40 – 45
* Facilities – pages 46 – 47
* Civic, feeling safe – pages 48 – 50
* Stewardship – pages 51 – 54

This plan has also taken account of:

* Loch Lomond and the Trossachs [Local Development Plan](https://www.lochlomond-trossachs.org/planning/planning-guidance/local-development-plan/) adopted in 2016 – which vision is to create thriving town and villages centres, more active travel options and off-road connections, a thriving economically active rural economy, support the needs of everyone, safeguarding historic buildings and precious natural and cultural assets as well as high quality development that enhances towns and villages
* Loch Lomond and the Trossachs [National Park Plan 2018-2023](https://www.lochlomond-trossachs.org/park-authority/what-we-do/national-park-partnership-plan-2018-2023/#:~:text=What%20is%20the%20National%20Park,future%20for%20this%20iconic%20place.)
* Stirling Council Local Development Plan 2018

**Engagement evidence**

Our community body has demonstrated that there is support for the priorities and proposals in our LPP as demonstrated in the information set out on pages 22 – 24.

EITHER WITHIN THE LPP OR HERE, THE FOLLOWING MUST BE PROVIDED:

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| 1. A brief description of the engagement and consultation activity or activities |
| 1. An estimation of the number of interests of people/organisations involved (that would be in a survey or workshop) |
| 1. A summary of the views expressed in both support and opposition |

**Statement Setting Out LDP Amendments**

This LPP considers the following amendments should be made to the current Local Development Plan 2016:

| **Priority in LPP** | **Suggestion/Proposal/Priority** | **Suggested amendment/ consideration for LDP** |
| --- | --- | --- |
| Moving Around – Proposal 1 | The Port of Menteith Village Hall and bus shelter should be developed as the main community mobility hub, with supporting transport nodes at Dykehead, Lochend, Hammersmith Junction, Blairhoyle, and Ruskie. The hub should meet CoMoUK standards by providing sustainable transport options, clear visibility, easy connections, safety, practical facilities, and attractive design. Community action is essential to ensure accessible, affordable, and low-carbon travel, reducing transport poverty and supporting healthier, more resilient transport choices. | Incorporating the Port of Menteith Mobility Hub into the LDP would align with key planning priorities around sustainable transport, accessibility, and community well-being. he LDP could formally identify the hub as a priority project with policies to support its development, design standards, and community-led delivery. |
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| Moving Around – Proposal 2 | Create a safe and continuous footway linking the Village Hall, bus stop, primary school, Lake Hotel, church, fishery, and Inchmahome Priory. This will require constructing a new footway alongside the B8034. | Map on page 29 could be incorporated into the LDP which details the community priority for a safe footway. |
| Moving Around – Proposal 3 | New footpaths should be developed from the Port of Menteith Village Hall Mobility Hub to connect with established path networks to the north. Two key indicative routes are proposed: Route 1 (North West) towards Braeval, the Rob Roy Way, and Strathard path networks linking to Aberfoyle; and Route 2 (North East) towards Letter Hill, Cock Hill, and onto paths connecting with Callander and around Rusky Loch. These corridors align with routes identified in the LLTNPA Strategic Tourism Infrastructure Development Framework (STIDF) for Strathard, enhancing access for both the community and visitors. | This proposal can be incorporated into the LDP by identifying the new footpaths as part of the strategic active travel and green infrastructure network. The routes would support safer walking, cycling, and wheeling connections between the Mobility Hub, key community facilities, and wider path networks, while enhancing access to recreational areas and supporting sustainable tourism in line with the LLTNPA Strategic Tourism Infrastructure Development Framework. These paths promote low-carbon transport, healthier lifestyles, and improved community connectivity, and should be mapped and safeguarded within the LDP. |
| Moving Around – Proposal 4 | Continue to advance the development of a safe cycling route between Stirling and Aberfoyle, with a particular focus on the sections connecting Port of Menteith to Aberfoyle and Thornhill. In 2019/20, Stirling Council's Your Stirling, You Decide participatory budgeting process highlighted this as the top-voted project in the Trossachs and Teith Ward, demonstrating strong community support for improved active travel links between settlements. | Work with Stirling Council to develop a cycling network between the two Local Authority areas. the proposed cycling route identified on page 31 could be explicitly mapped and supported within the LDP as part of a strategic, sustainable transport network, backed by strong community support and aligned with wider planning and climate objectives*.* |
| Moving Around – Proposal 5 | Proposal 5: Waymark Heritage Routes aims to work with landowners, public bodies, and residents to identify, improve, and waymark existing and potential heritage paths, enhancing community access and celebrating local history. Key routes include: the hill path from Nether Glenny to the Rob Roy Way and NCN7 towards Brig o’Turk and Callander, with heritage waymarking at burial chambers and cup and ring marks; the historic right of way from Malling to Gartmore via Shannochill, requiring remedial work and waymarking; a proposed circular route from the Millennium Car Park at the Lake of Menteith through Inchie and Moncreiff Woods, Earl’s Hill, and Rednock Estate towards Blairhoyle; and a link from Gartur Farm to Gartrenich connecting with NCN7 and the Aberfoyle–Buchlyvie cycle path. These routes will help create a more accessible, connected, and liveable neighbourhood while promoting the area’s rich heritage. | This proposal can be incorporated into the next LDP by identifying the heritage routes as part of the area’s strategic active travel and green infrastructure network, with specific policies to support their improvement, protection, and waymarking. The LDP should recognise these routes as key assets that enhance sustainable access, promote the area's cultural and historical heritage, and support local tourism and recreation. Existing and proposed routes, such as those linking Nether Glenny to the Rob Roy Way, Malling to Gartmore, the Millennium Car Park to Blairhoyle, and Gartur to NCN7, should be mapped and safeguarded within the LDP. |
| Spaces – Proposal 7 | The community should have the option to acquire the church glebe, north of the Karma Lake Hotel, if it becomes available. This 1.7ha site could provide attractive public green space, outdoor learning opportunities for the school, landscaping, and potential access to the lake. It would also enhance the setting of the hotel and church and improve connections to the school and Village Hall mobility hub via the proposed footway. | The next LDP should allocate this space as an area of community significance. The map on page 38 shows the boundary of the site. |
| Spaces – Proposal 8 | Support responsible visitor stays by providing motorhome facilities at the Village Hall, including hook-ups, toilets, waste disposal, and EV charging, following CAMpRA (Campaign for Real Aires) guidelines. This would enhance access to facilities while encouraging sustainable tourism. | This proposal can be incorporated into the next LDP by identifying the Village Hall as a suitable location for small-scale, well-managed motorhome facilities to support sustainable rural tourism. The LDP should support provision of hook-ups, toilets, waste disposal, and EV charging, ensuring responsible overnight stays that minimise environmental impact. |
| Housing – Proposal 9A | Any future housing development in Port of Menteith should be located along the north side of the A81, infilling the gap between Thistledome and the four council houses at the village's eastern edge. This aligns with NPA Local Development Plan policy, which supports development that consolidates existing building groups without extending into open fields beyond natural boundaries. | Map on page 41 displays communities preferred location and site for housing in the future. |
| Housing – Proposal 9E | Any proposed housing should be informed by a Housing Needs and Demand Assessment focused on meeting local needs, with priority given to people from within the Port of Menteith Community Council area seeking to downsize or access suitable, accessible accommodation. There is also a clear desire for a mix of affordable and inclusive, accessible housing options. | The LDP should prioritise small-scale, affordable, and accessible housing that enables local people to downsize or access suitable accommodation, ensuring development supports community sustainability. This approach would align with wider LDP objectives on affordable housing provision, inclusive design, and maintaining the social fabric of rural communities. |
| Facilities – Proposal 10 | Maintain and enhance the school and village hall as important social spaces for play, community activities, and recreation. Continue to improve access to nearby green and blue spaces, in line with the movement proposals and Proposals 6 and 7, to support outdoor play, wellbeing, and community connection. | This can be incorporated into the next LDP by identifying the school, village hall, and surrounding green and blue spaces as key community assets for recreation, play, and social connection. The LDP should support the protection and enhancement of these spaces, promote safe and accessible links to them, and encourage opportunities to improve outdoor play areas and recreational facilities as part of wider placemaking and active travel strategies. |
| Civic – Proposal 11 | A series of traffic and access improvements are proposed to enhance road safety and manage traffic through the area. These include improving the junction visibility at the B8034 and A81 in Port of Menteith, providing pedestrian warning signs along the B8034 between the A81 and Kate’s Brae, and enhancing visibility at the A81/A873 Hammersmith Corner junction for safer turning movements. Additional measures include improving the visibility of accesses onto the A873 at Blairhoyle and Ruskie, and introducing traffic calming and speed limit improvements in Port of Menteith, Dykehead, Blairhoyle, and Ruskie to create safer, more liveable communities. | This proposal can be incorporated into the next LDPby identifying key access, visibility, and traffic management improvements as priority infrastructure measures to support road safety and sustainable transport. The LDP should specifically reference the need to enhance junction safety at the B8034/A81 in Port of Menteith and A81/A873 at Hammersmith Corner, improve pedestrian safety along the B8034 near Kate's Brae, and address visibility at accesses in Blairhoyle and Ruskie. |

**Community’s Submission Statement Appendix Checklist**:

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| To Do | Done |
| 1. A digital copy or link to the Local Place Plan so it can be downloaded. | Yes |
| 1. A copy of the written constitution of the community body if not a community council | Yes |
| 1. Copy of *Information Notice* | Yes |
| 1. Copies of any other documents referred to in LPP (not NPA docs) | N/A |