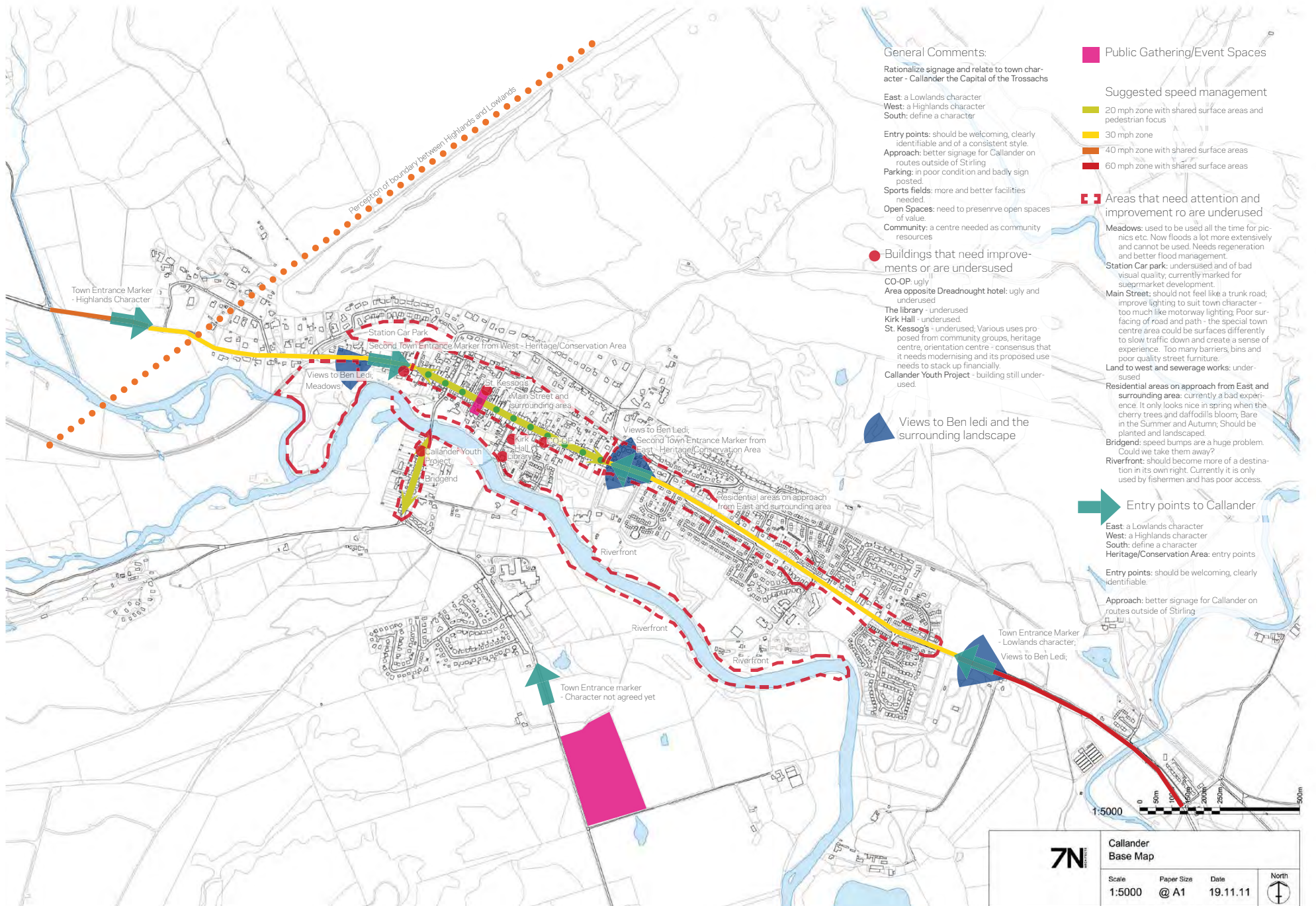


Sunday Session 3: “Better Built Environment”

The last public workshop of the day returned to the physical aspects of Callander, namely its built environment, specifically dealing with built assets; preservation of built heritage; community facilities and public realm improvements. It was a session focused on ideas generation within the theme.





General Comments:

Rationalize signage and relate to town character - Callander the Capital of the Trossachs

East: a Lowlands character
West: a Highlands character
South: define a character

Entry points: should be welcoming, clearly identifiable and of a consistent style.

Approach: better signage for Callander on routes outside of Stirling
Parking: in poor condition and badly sign posted

Sports fields: more and better facilities needed.

Open Spaces: need to preserve open spaces of value.

Community: a centre needed as community resources

Buildings that need improvements or are underused

CO-OP: ugly
Area opposite Dreadnought hotel: ugly and underused

The library - underused
Kirk Hall - underused.

St. Kessogs - underused. Various uses proposed from community groups, heritage centre, orientation centre - consensus that it needs modernising and its proposed use needs to stack up financially.

Callander Youth Project - building still underused.

Public Gathering/Event Spaces

Suggested speed management

- 20 mph zone with shared surface areas and pedestrian focus
- 30 mph zone
- 40 mph zone with shared surface areas
- 60 mph zone with shared surface areas

Areas that need attention and improvement or are underused

Meadows: used to be used all the time for picnics etc. Now floods a lot more extensively and cannot be used. Needs regeneration and better flood management.

Station Car park: underused and of bad visual quality, currently marked for supermarket development.

Main Street: should not feel like a trunk road, improve lighting to suit town character - too much like motorway lighting. Poor surfacing of road and path - the special town centre area could be surfaces differently to slow traffic down and create a sense of experience. Too many barriers, bins and poor quality street furniture.

Land to west and sewerage works: underused

Residential areas on approach from East and surrounding area: currently a bad experience. It only looks nice in spring when the cherry trees and daffodils bloom, Bare in the Summer and Autumn. Should be planted and landscaped.

Bridgend: speed bumps are a huge problem. Could we take them away?

Riverfront: should become more of a destination in its own right. Currently it is only used by fishermen and has poor access.

Views to Ben Ledi and the surrounding landscape

Entry points to Callander

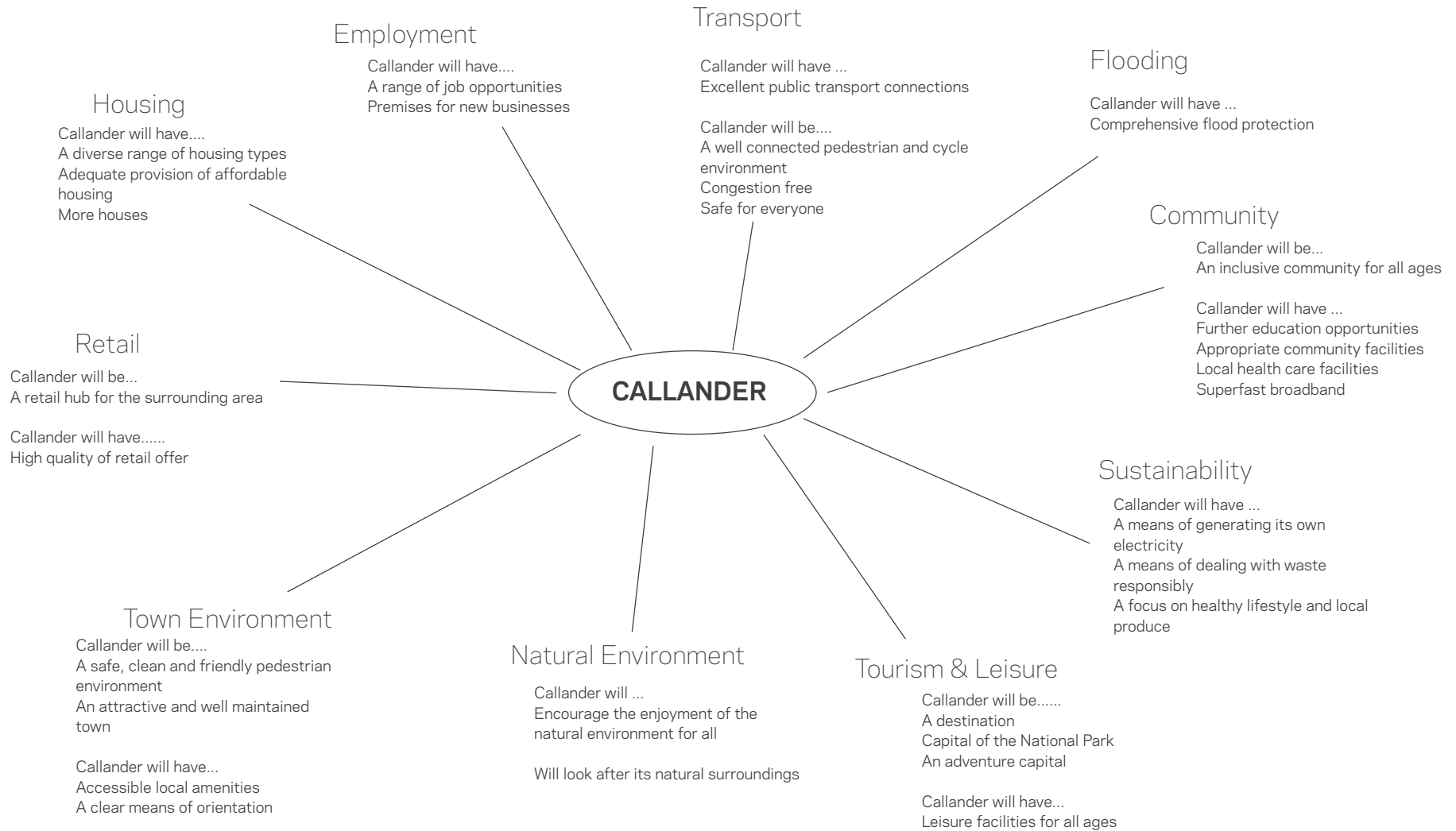
East: a Lowlands character
West: a Highlands character
South: define a character
Heritage/Conservation Area: entry points

Entry points: should be welcoming, clearly identifiable.

Approach: better signage for Callander on routes outside of Stirling

7N			
Callander Base Map			
Scale	Paper Size	Date	North
1:5000	@ A1	19.11.11	↑

Visioning Key Principles



Sustainability

Hydro electric scheme
Funding from hydro for community benefit
Solar on all buildings
Working from home, low carbon living, broadband
Increased renewable energy for everyone
Growing your own food
Mature allotments
More recycling facilities
Renewable businesses
Deciduous forests replacing conifers for bio fuels
Healthy activities for locals and visitors

Natural Environment

Unspoilt natural environment
Woodland adventure area for children
Easy access to the river

Recognised centre of excellence for rural skills
Attractive walking routes
More outdoor activities
Callander as the walking and cycling capital of Scotland
More linkages of town to the woodland and activities
Station Road car park greener
Maximise understanding and interpretation of natural landscape

Tourism and leisure

Ski trails north of Crags
Destination to be proud of
Greater mix of tourism
Capital of the National Park
Callander as a destination
Larger hotel
Improved outdoor activities
Sports and adventure
Greater retail variety
Cycling and walking
Cycle parking
Wet weather facilities and activities
More use of Leisure Centre
More festivals
Festival town
More vibrant High Street
Cable car
Protection of the landscape
Benefiting from tourism but not being dominated by it
Callander is part of the attraction of the area
Range of activities and providers
Activities for older people

Retail

Thriving specialist shops
Fear of monopoly of a large supermarket
Diversified retail mix
Local shops for local people
Vibrant High Street
Pedestrian friendly High Street
Food for local needs not tourists
Quality shopping
No out of town retail units
Good quality supermarket (not Tesco's)

Town and environment

Heritage
Well maintained
Cool, modern, design
Stunning public realm on High St
Public art
Traffic impact reduced
Public toilets
Quality public realm
Distinctive high quality good looking location
Peaceful and safe place for older people
Open spaces retained
Integrated public spaces with a variety of activities and attractions
Enhanced Heritage Trail
Better signage
Interpretation signage required
St Kessog's in thriving use
Positive place for young people to live and be educated.
Positive relationship with the river. Visitors don't know its there
No dog poo on the main street

Transport

Connected walkable environment
New river crossing
Second footbridge over the Teith
Whole community cycling to work in Stirling
Electric vehicles and charging points (hydro)
Loop road to ease pressure on the High St
Restore train service
Improved public transport to and from town
Means of logging transport to provide demand
Community transport plan
Monorail connection
Cycle path to Stirling.

Flooding

Less flooding
Improved flood management by car parks
Flood bypass
Original river route

Employment

Good opportunities for youth
Manufacturing
Industrial and business park located by railway station

Community

Education facilities
Indoor activity
Outdoor activity centre
Community college and community centre with child care
Cottage hospital
Public concert hall or a Theatre
Knock down St Kessog's
Museum and visitor centre
Recognised centre of excellence for rural skills
Faster and better broadband connections
Learning centre for all ages
Community operating public services
Cemetery
Local playpark facilities

Housing

Higher standard of newbuild housing
Housing to the south of the river
Decent housing
Sheltered housing
No more housing along Stirling Road
Good and accessible housing for all sections of the population.

Lack of affordable housing

Callander's Vision for 2031 The Outdoor Capital of the National Park



Vision Title and Key Principles

Callander Will be the Outdoor Capital of the National Park

1. Sustainability

Callander will have:

- An holistic approach to sustainability encompassing a sustainable approach to environment, economy and community.
- Means of generating its own energy
- Means of dealing with waste responsibly
- A focus on healthy lifestyle and local produce

2. Community

Callander will...

- Be an inclusive community for all ages
- Continue to support and nurture the strong existing community and support further initiatives

Callander will have ...

- Further education opportunities
- Appropriate community facilities
- Local health care facilities
- Superfast broadband

3. Town Environment

Callander will be:

- A capital for the national park
- A safe, clean and friendly pedestrian environment
- An attractive well maintained town

Callander will have:

- A consistent identity and character for the town
- Accessible local amenities

People know where Callander is and where things are

4. Natural Environment

Callander will ...

- Encourage the enjoyment of the natural environment for all
- Look after its natural surroundings and take a lead on promoting responsible use of natural places.

5. Tourism and Leisure

Callander will be.....

- An attractive visitor destination
- Capital of the National Park
- An adventure capital

Callander will have...

- Leisure facilities for all ages

6. Retail

Callander will be...

- A retail hub for the local people, surrounding area and tourist.

Callander will.....

- Offer a variety of choice in a quality retail environment
- Encourage local products

7. Employment

Callander will have....

- A range of job opportunities and training for local people
- Flexible, affordable premises to sustain and variety of local businesses and business types

8. Housing

Callander will have....

- A diverse range of housing types
- Adequate provision of affordable housing that remains affordable in the long term and meets local needs
- A growth strategy that includes the efficient use and improvement of existing housing stock

9. Transport

Callander will have:

- Excellent connections, both within, and to and from the town, including walking, cycling and affordable public transport
- A parking strategy for all users

Callander will be;

- An integrated and sustainable transport hub for the area and the National Park
- Safe for everyone

10. Flooding

Callander will have ...

- And continue to develop, a comprehensive flood protection and management strategy including community response

A sustainable approach to
the growth of Callander



Day 03

Monday 21st November 2011

Day 03 of the Charrette focused on specific technical sessions with key community stakeholders and on workshops with Callander youth. Specific issues were addressed under pre-defined themes. A full text summary of each session is provided in the following pages.

The technical sessions were:

- o Renewable Energy and Low Carbon Energy
- o Transportation
- o Flooding
- o Landowners
- o Community Development Models

An interim presentation was also organised in the evening to meet demand.



Workshops with Young People MacLaren High School

Two hours of workshops were conducted with 5 different class groups to make sure that young people's views and ideas were represented and reflected in the proposals for Callander's future.

Young People's Likes, Dislikes and Priorities

We like living/going to school in Callander because...

- Of the town's location and surroundings
- We have access to outdoor sports and the river
- We have a Leisure Centre
- It is a friendly place where people we know live
- Bridgend is a fun place for us to go
- There are good quality food shops

We are not so happy about...

- Speeding cars on our roads
- The poor public transport service
- Buses are unreliable, expensive and infrequent and the timetables are difficult to read
- The lack of pedestrian bridges making our walk to school longer
- Not enough activities out of school and local shops and business close early
- The school football pitch is not 3G or full size

We like to socialise and spend time....

- At CYP in The Bridgend
- Local food shops
- Outdoors where there is fresh air and activities
- Swimming in the Leisure Centre
- The Rob Roy Centre and hang out at Ancaster Square

We are not so happy about...

- The price of bus journeys is too expensive
- The opening times of local shops and business, they close too early
- The lack of activities for young people

If we could shape Callander's future we would include...

- Better public transport, more frequency, lower cost, better cycle and walking routes

- An active rail link
- A subway to travel around on
- Retaining Callander's character
- Enhanced outdoor spaces
- More outdoor walks, trails and biking activities
- Tourists would slow down when travelling on our roads
- Better internet connection
- An ice rink
- A dry ski slope
- A new pedestrian bridge
- A shopping centre that sells clothes, music and outdoor clothing and accessories
- A 3G sports pitch
- More job prospects
- A College or a place to learn skills for our future

Our thoughts and concerns include...

- Tourist attractions should be on the outskirts so that we can keep the community in the centre and it is not overcrowded
- The Rob Roy Centre (St Kessogs) could be used for the Community and Tourist benefit
- We enjoy socialising in the Ancaster Square
- Staff and students would like designated, safe cycle routes to get to school
- We would like to build on the great Outdoor activities we have at present

The young people's focus for Callander's future is largely on:

- Transport
- The outdoor environment
- New business opportunities

Group 01

If we were in control of the budget we would develop...

An outdoor activity centre that utilised different parts of the forest and outdoor space.

This would include:

A huge range of activities that we want more access to and that would attract more visitors: mountain biking, zip slides, kayaking, rock climbing, dry ski-slope... We particularly want to be able to play at height within the forest, and have well signposted, designated cycle and walking routes between different activities and attractions. An indoor soft play for younger children and outdoor play parks would also be important.

These facilities would be:

Scattered around the forest, wooded and open spaces. We would enhance what is already here. We want to keep the Main Street quieter and safer with less traffic here and build and attract people to the surrounding areas.

This would benefit:

Families, young teens, the community, visitors, the school (curriculum links), EVERYONE!!!

This would create:

More employment opportunities locally, support existing and new businesses such as Hotels and sports clothing shops and eating places

We would need:

More car parking facilities, better public toilets, good marketing and publicity

Group 02

If we were in control of the budget we would develop...

Better transport facilities and connections for the people of Callander and those who visit.

This would include:

- o More frequent public transport service
- o Cheaper bus fares
- o Reintroduce the train link
- o Integrated ticketing services
- o Better night time service
- o Better advertising of timetables and routes
- o Better cycle and walking routes
- o Better road lighting and solar powered lighting on pedestrian routes
- o Callander would be the transport hub for those looking to access activities in other areas

These facilities would be found here:

- o A bus station at Dreadnought car park
- o The original train line reopened
- o New cycle and walking routes that connect to a number of activities in Callander and the surrounding area

This would benefit:

Everyone, especially young people who can't drive

This would create:

Better connectivity and make it easier for the people of Callander to access Stirling and other areas with key amenities that are not available in Callander. Travel would be more affordable for the people of Callander.

We would need:

Money, Wider roads (designated cycle lane), support, encouragement, advertising

Group 03

If we were in control of the budget we would develop...

Better transport facilities and more tourist attractions that the people of Callander could also enjoy.

This would include:

- o Build a train station for local people and tourists
- o We would NOT include a by-pass that would cut off Callander
- o We would make roads easier to maintain and design them so that they are safer
- o We would make sure that buses were not expensive and that service was more frequent so that people could better plan their journeys
- o We would build cycle paths along the roads
- o Better transport links would allow more people to travel to Callander so we would develop a big tourist attraction here

These facilities would be found here:

- o The tourist attractions would be located outside of the Town's centre
- o The Main Street would prioritise the local community
- o Tourist guides will be available around certain areas to make it clear where the tourist areas are and what is available
- o St Kessogs (Rob Roy Centre) should be used by the community like a Town Hall for weddings and parties and community meetings and a live music centre
- o The Ancaster Square could be used by the community and enjoyed by visitors

This would benefit:

St Kessogs and the Town Centre for community use
Attraction and activity centres for tourists

This would create:

Better transport for everyone, designated tourist routes and the Town centre would be enjoyed more by the people of Callander.

We would need:

More say at the youth Council, Community venue to work from, all attractions to be advertised and accessed from one place, a hotel for lots of tourists, money, employees

Group 04

If we were in control of the budget we would develop...

Better social venues for the people of Callander to enjoy.

This would include:

A meeting place that can also hold a variety of events including: Ceilidhs, discos, live music, dance studios, cinema room, bowling, stage theatre productions

These facilities would be found here:

In Callander for the local people to enjoy

This would benefit:

Local people of all age groups and also tourists

This would create:

- o More socialising space and activity space for the people of Callander
- o Provide young people with a place to go and something to do that they enjoy

We would need:

A committee of young people and old
 A big building that is affordable to run
 Modern interior but still looks like it fits in with Callander
 Good transportation links
 A system of having different rooms and spaces available to different age groups

Group 05

If we were in control of the budget we would develop...

An iconic building for Callander, this could be the tallest building in the world!

This would include:

An Iconic building to house a number of activities and people
 Things we would like include a shopping centre, a big hall for events, a new, good quality, big hotel, a cinema, ice skating and a museum that displays things from our past and future and that is interactive.

We would also like local shops that include a green grocers, a farm shop, music shop.

The building could hold lessons and could also sell items e.g. music.

These facilities would be found here:

In Callander near lots of people and also a place that you can stop at if passing through

Visitors would need to park outside of Callander's Main Street so that they didn't block up Callander

This would benefit:

Local people of all age groups and also local farmers who could sell produce
 Tourists

This would create:

More socialising, places to meet, something to do out of school

We would need:

Local produce, materials, money, good promotion and advertising, local people to support

Young People Visualize their Future

- Having an integrated, affordable transport network accessible to all
- Enhancing the outdoor environment with exciting activities within the forest and by the river
- Attracting new businesses that meet the needs of local people and support our economy
- Exploiting our good location to attract visitors from all over Scotland
- Enhancing our great outdoor environment to offer more of the outdoor activities the people in Callander enjoy
- Making our great outdoors a really excellent place for adventure, use of the river and activities at height within the forest
- Keeping the good quality food shops but also growing our own food and supplying our local businesses

- Keeping the character of Callander alive
- Improving our public transport service so that it is affordable and better connects us with the wider communities
- Making our roads and pedestrian and cycle routes safer for all to use and improving access for everyone in Callander
- Building a new pedestrian bridge to better link the community with the school
- Keeping Callander alive at night time with a variety of events, activities and shops for the young people to enjoy after school
- Providing young people access to outdoor sports pitches that can be enjoyed all year round
- Continue to make use of the CYP and Leisure Centre in our social time and having more access to their facilities

and activities in time

- Learning skills that will allow us to take advantage of the future employment opportunities in Callander
- Focussing the activities and tourist attractions around the outskirts of Callander, keeping the focus of the Main Street on the Callander community
- Creating places and projects that everyone in Callander can contribute to, enjoy and benefit from with an idea that St Kessogs and Ancaster Square could fulfil this
- Improving our car parking and public toilet facilities to accommodate growing numbers of visitors
- Developing new businesses and employment opportunities for Callander through hotels and food shops

Technical Workshop 01

Renewable and Low Carbon Energy

Natural Assets

The people of Callander are very keen on energy self-sufficiency or part thereof and should make the most of its natural assets, especially biomass and water. Currently, the use of water is being considered in a local Callander Community Hydro Ltd. scheme, but biomass has not been addressed as a potential resource as yet. The Forestry Commission are keen to ensure that biomass is exploited in future community applications. The provision of wind turbines was not seen as a favourable option for Callander so was not discussed at any length.

For large scale schemes there are opportunities to enter into a joint venture with landowners, such as the Forestry Commission, but prior community acceptance of any such projects is key for successful progression.

Existing Properties

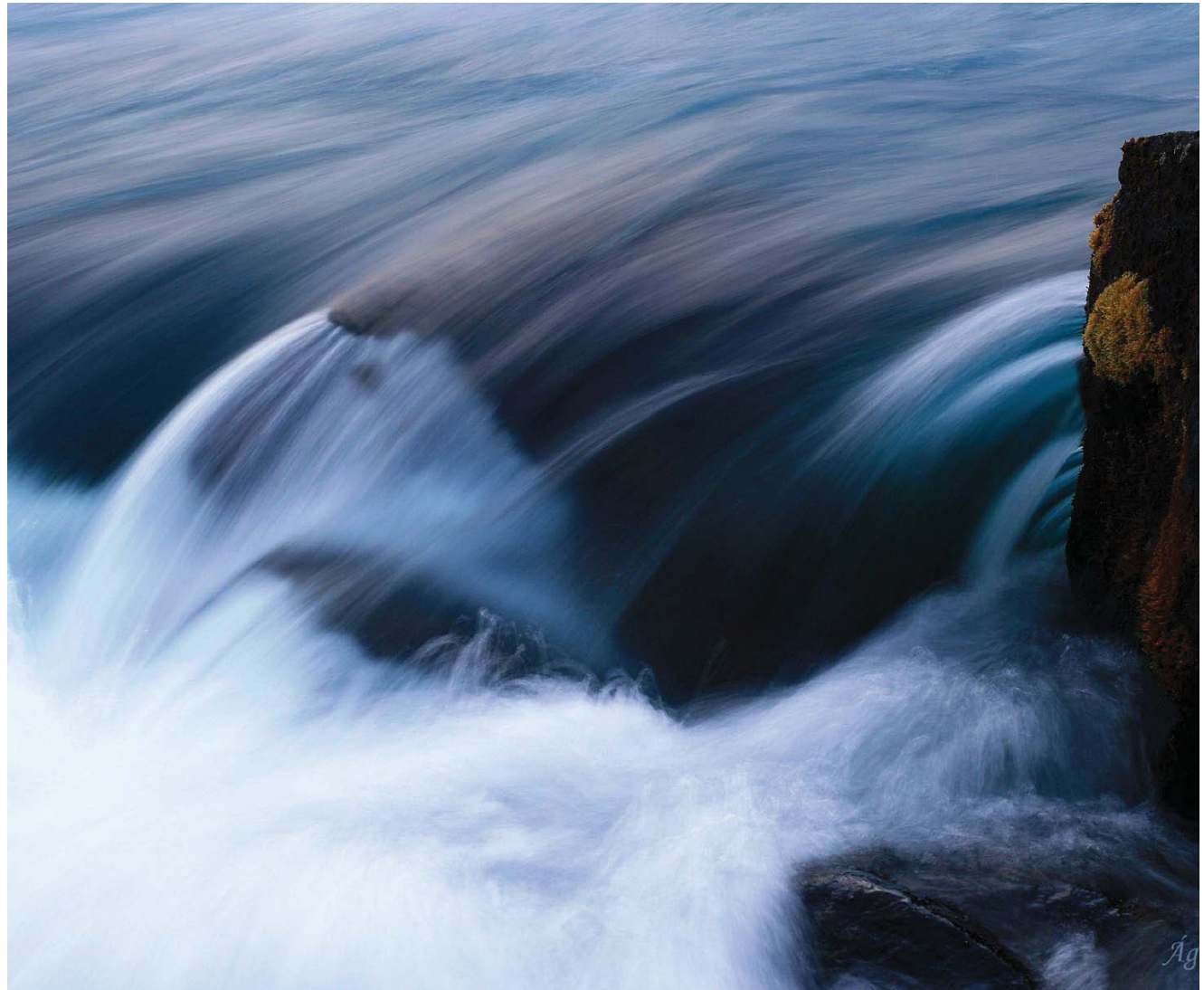
A focus on improving existing properties is also a necessary initiative. The renewable energy workshop discussed issues poor insulation in existing properties as well as future fuel poverty. The main concern with the regeneration of existing built stock is funding, but there are ways to generate the necessary income.

Income Generation

Income from large scale projects often provides funding for other local initiatives. E.g. The wind farm project in Inverness-shire is providing £1m pa income to community groups. Another option arises through the government's Green Deal financial mechanism which allows for initial investment costs to be covered by energy bill savings. The Callander Community Hydro Ltd. scheme is to be delivered under a DBFM (Design, Build, Finance and Manage) contract which took £1m to develop for a 400kw output. Profits from the scheme will go directly to a community fund although this will fund all kinds of community projects, not energy projects exclusively.

Lessons Learned

The project team for the Callander Community Hydro Ltd. project are able to disseminate lessons learned to future scheme applications as they had not anticipated many of the requirements that had both financial and time implications.



Ag

Technical Workshop 02

Transportation

Introduction

At the transport technical session we discussed the potential for applying 'Designing Streets' principles along the A84 trunk road within Callander. Transport Scotland was open to the application of Designing Streets on the A84 and they were content with changes to the road surface material, lighting and use of barriers in principle provided there is a comprehensive street design exercise.

However there is a need to recognise that the A84 is and will remain a trunk road and it is important that pedestrians are not encouraged to stray into the trunk road as the result of design changes, for safety reasons. Shared pedestrian/road surfaces are therefore not appropriate along the A84.

Designing Streets notes that "Design Manual for Roads and Bridges (DMRB) is the standard for the design, maintenance and improvement of trunk roads and motorways. There are some locations, however, where a more sensitive design that follows the principles of Designing Streets may well be appropriate, such as where a small burgh High Street is also a trunk road. Most importantly, a multi-disciplinary approach, full community engagement and a balanced appreciation of context and function is fundamental to successful outcomes in such cases".

Designing Streets is not yet well applied or tested on Scottish trunk roads, however the town of Callander could be ideal place to apply the road design principles perhaps as a exemplary case-study site.

Manual for Streets, the English equivalent to Designing Streets, has been better applied in small sections of trunk/busy roads. In Callander we would bring together a full design of the whole street -which would balance needs of trunk road with need for consistent identity through Callander. It is suggested that a full A84/town highway design study is undertaken to consider the strategic proposals in more detail.

Potential Transport Measures

o Gateway to Callander

Gateways are a common feature of most trunk road traffic calming schemes. They are designed to highlight to drivers that they are entering an area of changed road use e.g. a village. They may involve some form of physical measures, carriageway markings, signing, often incorporating the name of the village, and a change of speed limit.

The visual impact of Gateways can be enhanced by the incorporation of markings to reduce width at the edge or centre of the carriageway and by the use of "virtual" road humps.

Markings are a change in road surface.

The use of signs on each verge is preferable.

o Street Lighting

Replacement of the existing lighting columns and replacement with a 'heritage' style posts would help to enhance the appearance of the area.

Traffic calming measures need to be visible during both day and night and during wet and dry conditions. It may not be possible to identify colours at night under certain types of artificial lighting. If coloured surfacing is used, it is important that the lighting used to illuminate it has good colour rendering.

The redesign may look at height and spacing of columns to provide a non-trunk road feel. The design could consider ways of lighting to the same illumination without the need to use standard trunk road lighting columns.

o Physical Barriers

Currently metal barriers are used to segregate pedestrians and road users. It is suggested that the use of physical barriers could be removed or replaced with more attractive heritage style bollards. This will help to appropriately segregate pedestrian users from traffic, whilst improving the public realm.

o Coloured Surface Patches

Coloured patches with speed limit roundels are designed to alert drivers to a change in speed limit and to encourage drivers to

reduce their speed. The patches may be placed across the full width of the carriageway with speed limit roundels for both directions of flow.

o Kerb Build Outs

Kerb build outs are most appropriate within towns or major settlements on trunk roads.

The build out can be used to reduce carriageway width, shelter permitted parking and reduce crossing widths for pedestrians. Build outs need to be visible in both daylight and darkness and street lighting will, therefore, be necessary.

Bollards, with the appropriate prescribed sign face, must be provided. Hatching on the approach will be needed from the kerblines to the outer edge of the build out.

Where build outs are used to demarcate the ends of parking bays the appropriate edge line must be used.

Care should be taken to ensure that cycle lanes are not intermittently obstructed by kerb build outs and will therefore need to be further considered for Callander.

o Textured Surfacing

Changes in surface texture can be used on the approaches to hazards or gateways. Textured surfacing can provide a visual, audible and vibratory warning to drivers but to a lesser degree than rumble devices or rumble areas. It is important to ensure that skid resistance is maintained.

o Impact on Large Vehicles

A balanced approach should be adopted which minimises the impact on large vehicles and bus services whilst achieving the overall objectives of the scheme. The siting of bus stops is an important factor as they often result in pedestrians crossing in the immediate vicinity. Bus pull-ins and loading platforms may be considered to assist buses and bus passengers.

Road humps can create difficulties for large vehicles and are not proposed to be applied in Callander Main Street.

Technical Workshop 02

Transportation

o Cycle Parking

It is suggested that the cycle parking provision is located in a central, easily accessible location in the town, and it is suggested this is Lancaster Square.

General cycling and pedestrian improvements should be provided in the town where they safely be provided.

Highway measures - Conclusion

The appearance of Main Street would be improved to transform the central area of the town. Proposals for refurbishing Main Street are designed to create renewed interest and activity in the town centre. Road surfacing, seating and lighting would all contribute to make this a dynamic area that could attract new business, create jobs and increase visitor numbers.

The measures to be adopted in Callander should aim to remind drivers that they are sharing the road with other users and therefore they should drive with due consideration. In these cases traffic calming schemes can have:

- o (a) measures to highlight to drivers that there is a change in character of the road;
- o (b) measures at the entrance of a settlement where drivers are expected to adopt a different style of driving and lower speeds;
- o (c) measures within a settlement, where drivers are expected to continue to drive with consideration for the local people;
- o (d) measures to increase driver awareness of the presence of non-motorised road users; and
- o (e) measures to assist non-motorised road users.

Public Transport

At the transport technical session it emerged that there could be better linkages of the existing public transport provision, perhaps through a dedicated group. There may be untapped opportunities to link-up/piggy-back public transport provision and save money/combine bus fleets.

An integrated Callander public transport group could combine the supply of transport from agencies such as social service (now social care) transport, education transport, tendered bus services, DRT, Community Transport, special education transport etc into a single integrated planning unit. The group could then allocate these vehicles for use by a number of partner user groups – e.g. Residential Care Homes, Local Education Authority, FE colleges and district councils. Some of the user groups can offer funds – grants, concessionary fare income, statutory education money etc – to ‘buy’ certain trips, while other users then piggyback on these trips if space is available on the vehicle. Financially, budgets remain separated but available for use, and this enables a number of cross sector benefits and increased purchasing power.

Public transport services would overlap routes but would not compete. Trips would be prioritised according to funding and Government/SCC objectives e.g. employment, education and health. For non appointment journeys (e.g. shopping), passengers are ‘guided’ to times more suitable for the operator.

This integrated public transport group has been applied in Somerset and led to efficiency savings through staff savings and the more efficient use of vehicles. However it did note the need for additional resources to be responsible for the organisation of services. Such an approach could be applied in Callander.

Technical Workshop 03

Flooding

Attendance

Chris Gray	7N Architects
Joanna Orr	Parsons Brinckerhoff
Ian Young	Stirling Council
Anne Docherty	Callander Community Development Trust and Flood Support Group
Lorna Maclean	SEPA
Carmel Rowlands	Loch Lomond & The Trossachs National Park Authority
Stuart Mearns	Loch Lomond & The Trossachs National Park Authority
Paul Roberts	Scottish Natural Heritage
John Snodin	Callander Community Development Trust
Richard Johnson	Callander Community Council

Stirling Council is investigating possible schemes that could address fluvial flood risks associated with the River Teith both in Callander and for downstream settlements. At this time, the most feasible and effective schemes are likely to be located upstream of Callander and would aim to reduce the rate and volume of water that flows within the River Teith during flood events. Optioneering of schemes is due to commence next year with a presentation of catchment-wide schemes expected in October 2012. Stirling Council advised that it was unwise and not cost effective to consider flood risk in Callander in isolation. The most benefit will be realised by schemes that address the whole catchment. There is potential for local Callander schemes to be put forward, but these are unlikely to show the greatest cost-benefit performance.

Fluvial flood risks from the River Teith

Stirling Council is investigating possible schemes that could address fluvial flood risks associated with the River Teith both in Callander and for downstream settlements. At this time, the most feasible and effective schemes are likely to be located upstream of Callander and would aim to reduce the rate and volume of water that flows within the River Teith during flood events. Optioneering of schemes is due to commence next year with a presentation of catchment-wide schemes expected in October 2012. Stirling Council advised that it was unwise and not cost effective to consider flood risk in Callander in isolation. The most benefit will be realised by schemes that address the whole catchment. There is potential for local Callander schemes to be put forward, but these are unlikely to show the greatest cost-benefit performance.

o Red Bridge

Red Bridge restricts the flow of water within the River Teith which results in flooding of the Meadows car park, Main Street, Leny Road and adjacent land. Whilst increasing the capacity below the bridge could offer flood relief to these areas, this is not considered a feasible option as the increase in flow through the River Teith would increase flood risk to downstream sites both within Callander and other settlements.

o River Channel through Bridgend

The reinstatement of an existing river channel through Bridgend (the original route of the River Teith) was discussed but this would require the construction of culverts beneath Bridgend. Similar to increasing the hydraulic capacity of Red Bridge, this could increase flood risk downstream. It was also considered problematic and the money required for a scheme such as this could be better spent contributing to a larger strategic scheme upstream of Callander.

o Development on the Main Street

Main Street is of great importance to Callander and further

development opportunities along Main Street and to the south of Main Street were discussed. Stirling Council, the NPA and SEPA agreed that small developments adjacent to existing development (or on land currently developed) would not result in significant increased flood risk due to lost flood plain storage and small developments are therefore likely to be permitted. Any development in these areas would require robust flood mitigation in the form of land raising and flood defence measures. However, Stirling Council, the NPA and SEPA all agreed that significant development in this area or on land that is currently undeveloped would not be appropriate.

o Development in General

In other areas of Callander, it was agreed that no new development should take place on land that is deemed to lie within the 0.5% (1 in 200) annual probability fluvial flood plain. Even small developments that are located in the 0.5% annual probability flood plain should be avoided due to the cumulative flood effects of piecemeal developments.

o Redevelopment of existing buildings

Where redevelopment of existing buildings is proposed in areas deemed to lie within the 0.5% (1 in 200) annual probability fluvial flood plain, the type of use should not change to a use considered to be 'more vulnerable' and the development should be resilient to flood risk. For example, a building currently used for retail that is located in the flood plain should not be converted into residential use.

Flood Risks from Small Water Courses and Below Ground Drains

Stirling Council has recently implemented a maintenance regime to address common flood issues associated with the blockage of culverts and drains. The majority of historic flood incidents can be attributed to blockages rather than hydraulic capacity of the

systems. Stirling Council also confirmed that there is some available funding for local improvement works, predominantly for addressing culvert capacity issues and problem spots.

o Surface Run-Off - North Callander

Stirling Council is investigating possible schemes that could address overland flow flood risks associated with runoff from the golf course to the north of Callander and from Mellis Burn to the east of Callander. At this stage there are no preferred options that can be presented at the Charrette, although feasible schemes are likely to comprise a mixture of upstream drainage improvements, attenuation and increased capacity within the above and below ground systems.

o Overland Flow - North Callander

The provision of large-scale attenuation to the north of Callander to alleviate flooding from overland flow was discussed, but this is likely to be restricted by the steep gradients and shallow rock formations that will limit excavation potential. Existing flood risks from overland flow sources should be considered in the detailed design of any new or refurbished development and measures incorporated to protect the development.

'More vulnerable' development should not be located in areas known to regularly suffer from overland flow flooding, for example schools or care homes. Where redevelopment of existing buildings is proposed in areas that suffer from overland flow flooding, the type of use should not change to a use considered to be 'more vulnerable'.

o Opening-up Existing Culvert and Drains

Where feasible, it is recommended that opportunities to open existing below ground culverts and surface water drains are explored. Locations where this was identified as an opportunity are at Station Road car park and to the east of Callander along Stirling Road.

Other Issues

o Emergency Access

Emergency access during times of flooding is considered to be an issue in Callander. In particular, access from Main Street to the south of Callander is restricted due to flooding along Main Street and Bridgend. Consideration should be given to the provision of safe refuge on both sides of the River Teith. Consideration should also be given to an alternative emergency route that allows access from east to west whilst avoiding Main Street.

o Awareness and Communication

Stirling Council needs to be made aware of those areas deemed to be critical by the local community. For example, flooding of the A84 that prevents emergency access and egress, or properties affected regularly by flooding. This will help prioritise Council investment and actions.

o Education

Education is an important tool for reducing flood risk. In particular, the management of leaves, garden waste and debris that often blocks culverts and surface water inlets.

o Insurance

Obtaining insurance for development located in areas known to suffer from fluvial or overland flow flood risk is problematic. This reinforces the need to avoid development in these areas where possible or design for flood resistance and resilience.

o Ownership and Responsibility

An issue with understanding ownership and responsibility was raised. Some overland flow originates from below ground culverts and some from below ground public sewers. Little information is known about what Scottish Water is doing to address capacity issues and how this is coordinated with Stirling Council.

Opportunities

o Redevelopment of existing sites

For proposed redevelopment of existing sites or brownfield sites, opportunities should be taken to improve the flood resistance and resilience of the site, as well as to provide betterment over existing conditions. For example, floor levels could be raised to prevent the ingress of flood waters and on site attenuation could be provided to reduce the volume and rate of surface water runoff.

o New development

Where possible, new development (particularly on currently undeveloped land) should be located outside of the predicted 0.1% (1 in 1000) annual probability event and should incorporate best practice flood management and surface water drainage measures. Surface water runoff should be limited to greenfield runoff rates (at minimum) and allow for an increase in rainfall intensity and duration due to climate change effects. Sustainable Drainage Systems (SUDS) should be used for surface water management. Consideration must also be given to overland flow routes and designing for excellence, either due to an extreme flood event or blockage of the drainage system.



Summary of Key Points:

o Long-Term Flood Prevention

The most feasible and effective schemes are likely to be located upstream of Callander and concerned with the whole catchment area reducing the rate and volume of water that flows within the River Teith during flood events. There is potential for local Callander schemes to be put forward, but these are unlikely to show the greatest cost-benefit performance.

o Design for Resilience and Resistance

Redevelopment of existing sites and buildings should design for flood resistance and resilience, and reduce existing flood risk where possible.

o New Development Location and Use

New development should not be located within the 0.5% (1 in 200 year) annual probability fluvial flood extents. Furthermore, it is recommended that new large-scale development is located outside of the 0.1% (1 in 1000 year) annual probability fluvial flood extents. More vulnerable development, such as schools and care homes, should not be located in areas known to be affected by flooding.

o Emergency Access

Emergency access during times of flooding is an issue in Callander and consideration should be given to the provision of safe refuge on both sides of the River Teith as well as an alternative emergency route that allows access from east to west whilst avoiding the Main Street.

o Communication of Community Priorities

Stirling Council needs to be made aware of those areas deemed to be critical by the local community.

Technical Workshop 04 Landowners

A confidential technical session with landowners also took place as part of the Monday technical sessions. Land ownership, owner's interests, intentions and proposals were discussed.



Technical Workshop 05

Community Development Models

Employment / Training / Callander's legacy

There are a number of business and local people who actively contribute towards maintaining Callander's outdoor environment. How do we make sure that the skills required for rural skills are passed to the young people?

Is there an opportunity to work with CYP and the High School to offer training in this area that could lead to future local employment?

Local Business Impact

Campbell Shortbread operates a large factory and an office space in the centre of Callander.

Is there an opportunity to grow, relocate this business within Callander creating more employment? Are the factory working hours attractive to young people for part-time work? Could this be used even more to attract a tourist market? Does the road layout around their business require attention in terms of safety (as the delivery lorries are often jack-knifed in the narrow streets with local Police Officers having to assist - would a one-way system help this?).

Successfully Exploiting the Outdoors

Can we bring back the Highland Games? This was an opportunity for the community to enjoy the surrounding areas more and also benefited Callander's economy. Could we exploit other markets / events that surrounding communities have enjoyed, such as Classic Car Markets (popular on West Coast)? Horse and Carts (like Appleby). More rural pursuits and community fares need to be encouraged as locals enjoy this and they can be a great success (for the economy too).

Callander as The Hub for Rural Events

Can we follow-up on the success of Scotslab? Can we signpost to other events/areas from Callander? Can Callander set itself up as The Hub for all outdoor pursuits in the area?

Training for Outdoor Activities

A staff member at the High School is trained to deliver a number of outdoor pursuits for the pupils as part of their curriculum. This is something that is extremely popular amongst the pupils, however the cost to train staff and the availability of staff members is an issue as more pupils than the school can accommodate at present are looking to take part in the outdoor activities. Additional funding and support would be required.

There is an opportunity for pupils to train and seek employment in this area and also an opportunity for Callander to generate a new business in the outdoor pursuit field, where both the community and visitors would benefit. Is there an opportunity to link a training course with CYP for young people at the skill who are looking to up skill in an area that could lead to future employment in Callander?

St Kessogs and Ancaster Square

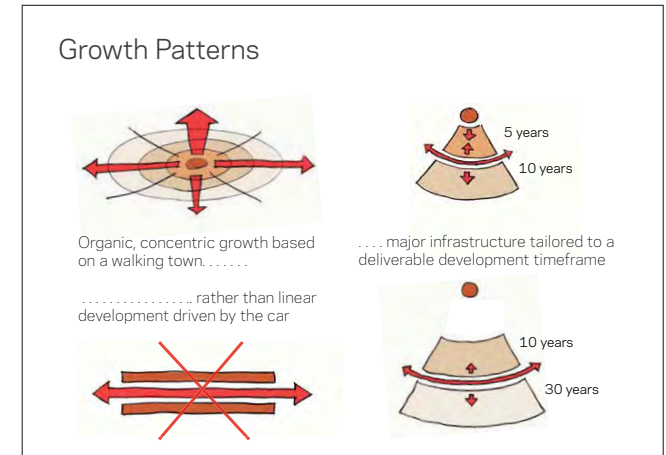
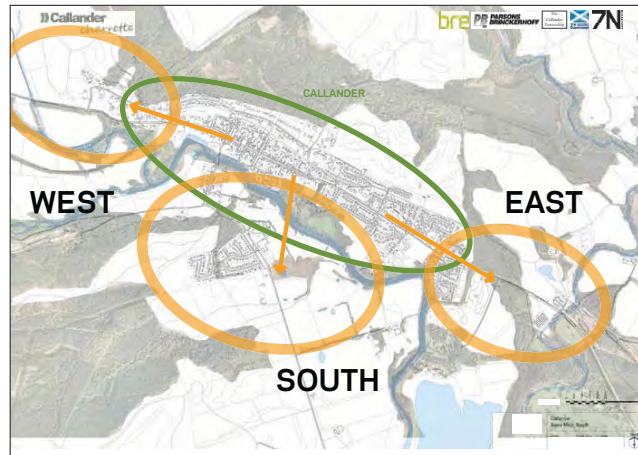
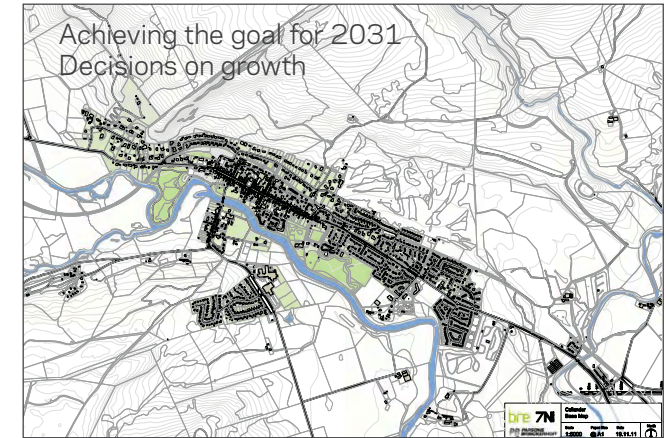
Is there a way to allow the local people to enjoy use of the Square all year round? This is a place that is enjoyed by young and old. Could local crafts and businesses take it in turn to display / exhibit / sell / interact in the Square? Could we use St Kessogs as a museum for Callander that captures the past and considers the future? Could we make this interactive? Could the school engage? Could we include a time machine idea? St Kessogs is a popular choice amongst the young people to bring the whole community together in one place for a range of activities / events / meetings / place to learn about new skills.

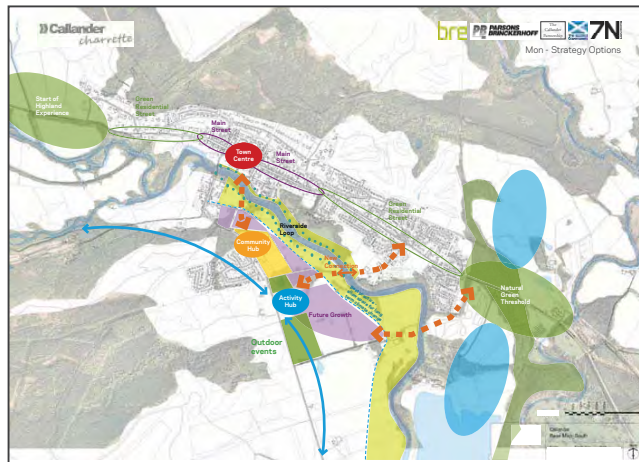
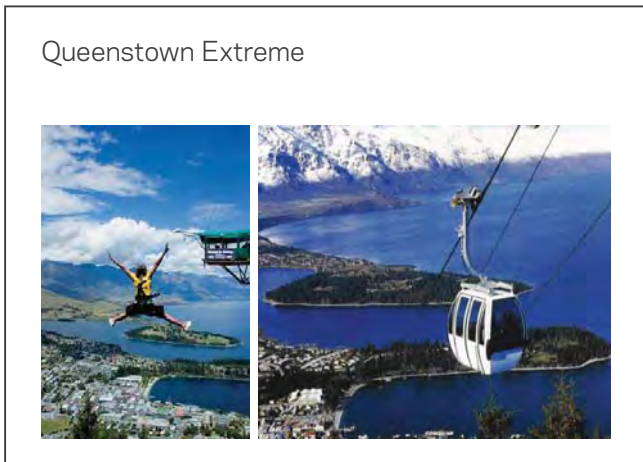
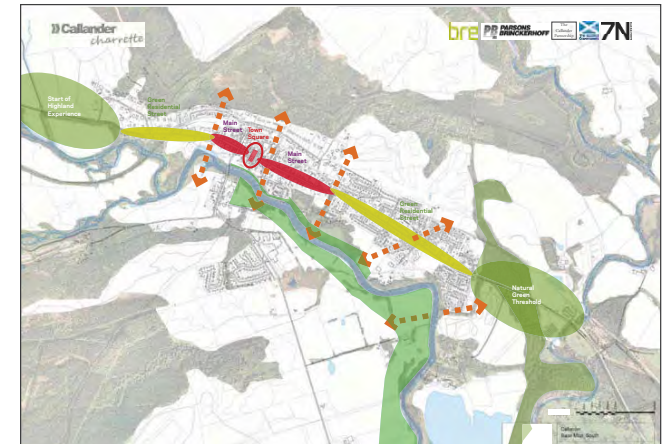
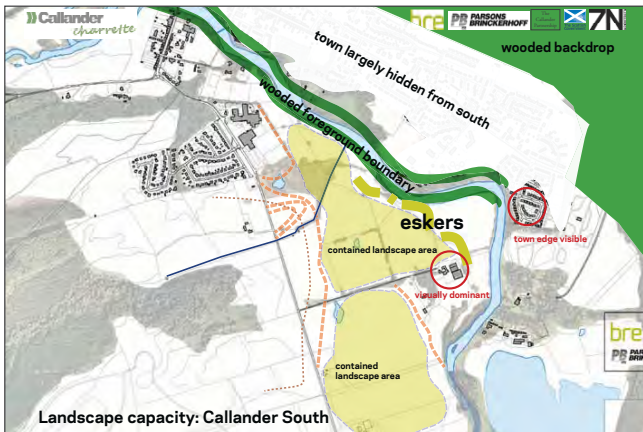
Cycling in Callander

There is a strong desire from pupils and staff at the school to be able to make use of a safe, designated cycle route within Callander and beyond. A number of staff would make use of a cycle route connected with Stirling. The old train line is a preferred route. Students would benefit from a route along the river and the addition of a bridge connecting the school with the community.

Interim Presentation Future Growth

Due to demand an unscheduled presentation was added to the timetable on the topic of future growth. It presented the first design responses by the Charrette team to the challenges of Callander's vision and brief.





Achieving Callander's Vision for 2031



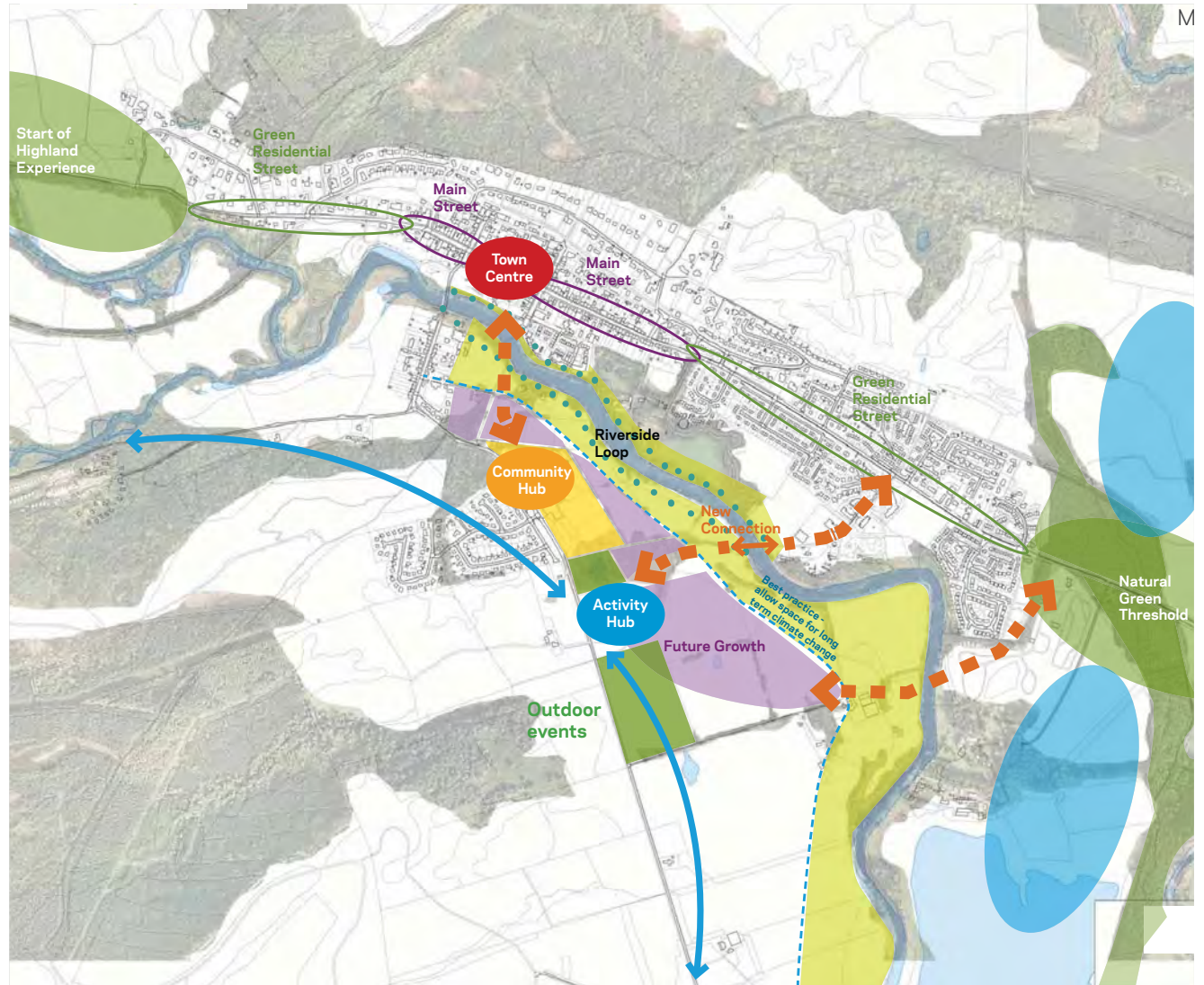
Day 04

Tuesday 22nd November 2011

Tuesday gave the Charrette team time to design and compile all work and information for an evening presentation, public workshop and the 'Charrette Latest' exhibition.

The evening presentation introduced proposals in response to Callander's vision and tested these through community critique that followed as part of the workshop. A workshop style approach was adopted with the chance to feedback under the following headings; Likes; Concerns; Priorities for Action.

A separate workshop for Callander's youth was run alongside the evening presentation. This gave an opportunity to comment within their own comfort zone.



Key Principles



1. Sustainability - An holistic approach
2. Community - Inclusive, supportive and nurturing
3. Town environment - Attractive to locals and tourists
4. Natural environment - To be enjoyed responsibly
5. Tourism and leisure - Outdoor capital of the Nat Park
6. Retail - A local hub for local people and tourists
7. Employment - Opportunities, training and premises
8. Housing - Diverse, and affordable and improved
9. Transport - Integrated and sustainable
10. Flooding - Prevent, manage and respond

Public Presentation Options Review

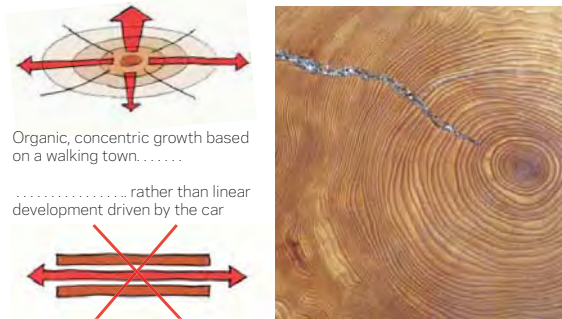
The public presentation was a review of options in response to Callander's vision and presented:

- o Community vision - Key Principles
- o Long-term strategies for Callander's future
- o Immediate initiatives - Built Environment
- o Immediate initiatives - Community
- o An opportunity for questions

The following illustrations show key slides from the presentation.

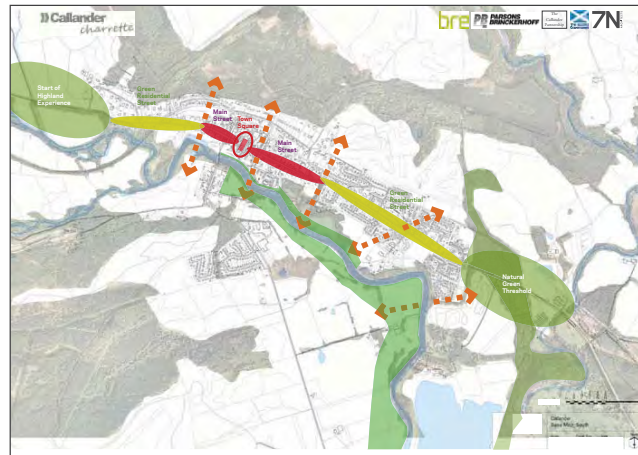
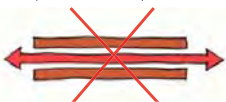


A sustainable approach to the growth of Callander

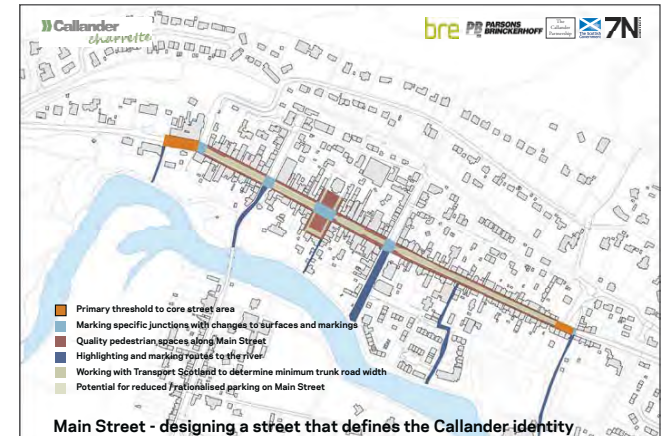
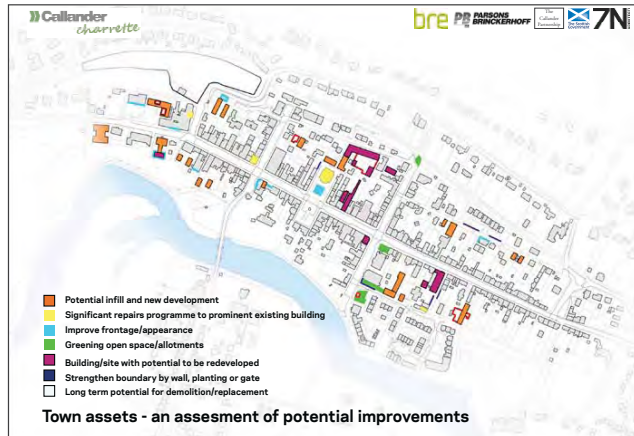


Organic, concentric growth based on a walking town.

..... rather than linear development driven by the car



Public Presentation Options Review



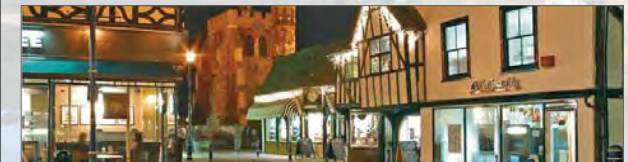
Callander charrette

Immediate initiatives
Community

Guidance for community action plan –
Callander’s residents and business
community



Town Centre support



Retailers serve locals serve retailers...

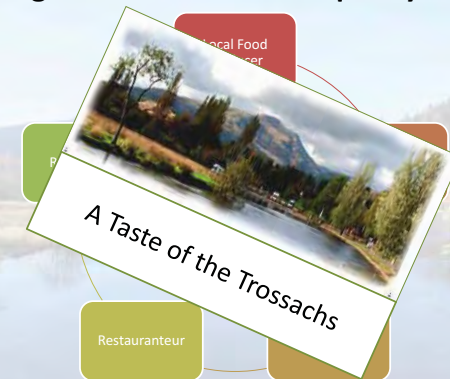
- Loyalty card
- Discount scheme for locals
- Special events for locals in retail or restaurants (perhaps low season) – “Residents First”
- Small space opportunities for small local makers eg crafts (commission based?)



Work together to get more – “food chains”



Work together to brand – and quality mark



Public Presentation Options Review

Not just food...



Use money and expertise from outside to deliver what you need

- You already have done this in hydro scheme (model called DBFM)
- Create an opportunity portfolio of spaces and commercial needs – start at St Kessogs?
- Create demand, complimentary activities and support - and negotiate a better deal for the community

Other ways to raise money: eg Fordhall Farm

- £50 per share, can be sold back to the Farm – only one vote per shareholder.
- Shares not just sold locally – but only one vote per share holder
- Community orchard, café, butchery, farm trails, farm house and barns repaired and stay vernacular



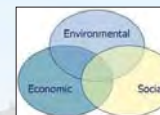
Combining community space needs – less maintenance £, less management effort

- Work out what you ALL need:
 - Storage space
 - Exhibition space locals or visitors – not necessarily the same
 - Events or large meetings (occasional)
 - Regular working or meeting
 - Hot desks
 - Professional meeting space
 - Permanent office space
- What works together?
- What do you already have – McClaren / CYP / Kirk Halls / Councils' premises / other...



Reducing running costs of existing homes

- Contribute smaller financial sum per new house / m2 into fund to treat existing homes
- Community buying group for building integrated renewables
- ??Community buying group for fuel oil



I saved over £100 because Chris told me to wait a week! Brilliant!
Ben Cooper, Oxford

Flooding

- Callander Flood Support Group is very important and will remain so
- Needs wider publicity and support



- Community and Stirling Council work in partnership:
- Identify blocked culverts
- prioritise action areas for surface water flooding
- Build understanding about importance of culverts and water courses being kept clear

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- Identify blocked culverts
- prioritise action areas for surface water flooding
- Build understanding about importance of culverts and water courses being kept clear

Shared transport

- Integrated Callander public transport group
- Combine transport from all providers into a single integrated planning unit
- Send out full, bring back full – plan demand



Callander talks – more than once every 5 years!

- Annual event – not just a meeting
- Community Action Plan needs to be regularly updated
- React to unexpected needs and opportunities
- Decide how to allocate money you raise eg hydro
- Share plans between different groups and sectors
- Excite and recruit volunteers
- Socialise – Ceilidh?

Join up community groups

Umbrella organisation to co-ordinate and support community groups and their activities:

- Funding,
- Bring in young people and their aspirations
- Shared resources and experience
- Single, shared website for people IN Callander



Community Leadership

- The strategic group for the Community to feed into the Callander Partnership
- Energise and lead the achievement of what the Callander Community wants
- Gatekeeper of your ten principles for schemes coming forward
- Provide some of the “glue” – but not all of the “do”

This is the art of the possible...

- How do you eat an elephant??
- ... one bite at a time...