

An aerial photograph of a valley. The foreground and middle ground are dominated by lush green fields and dense forests. A river or stream winds through the valley, reflecting the sky. The background shows rolling hills and more fields, some of which are a golden-brown color, suggesting autumn or a different type of vegetation. The overall scene is a mix of natural beauty and agricultural land.

Making the most of the town's assets

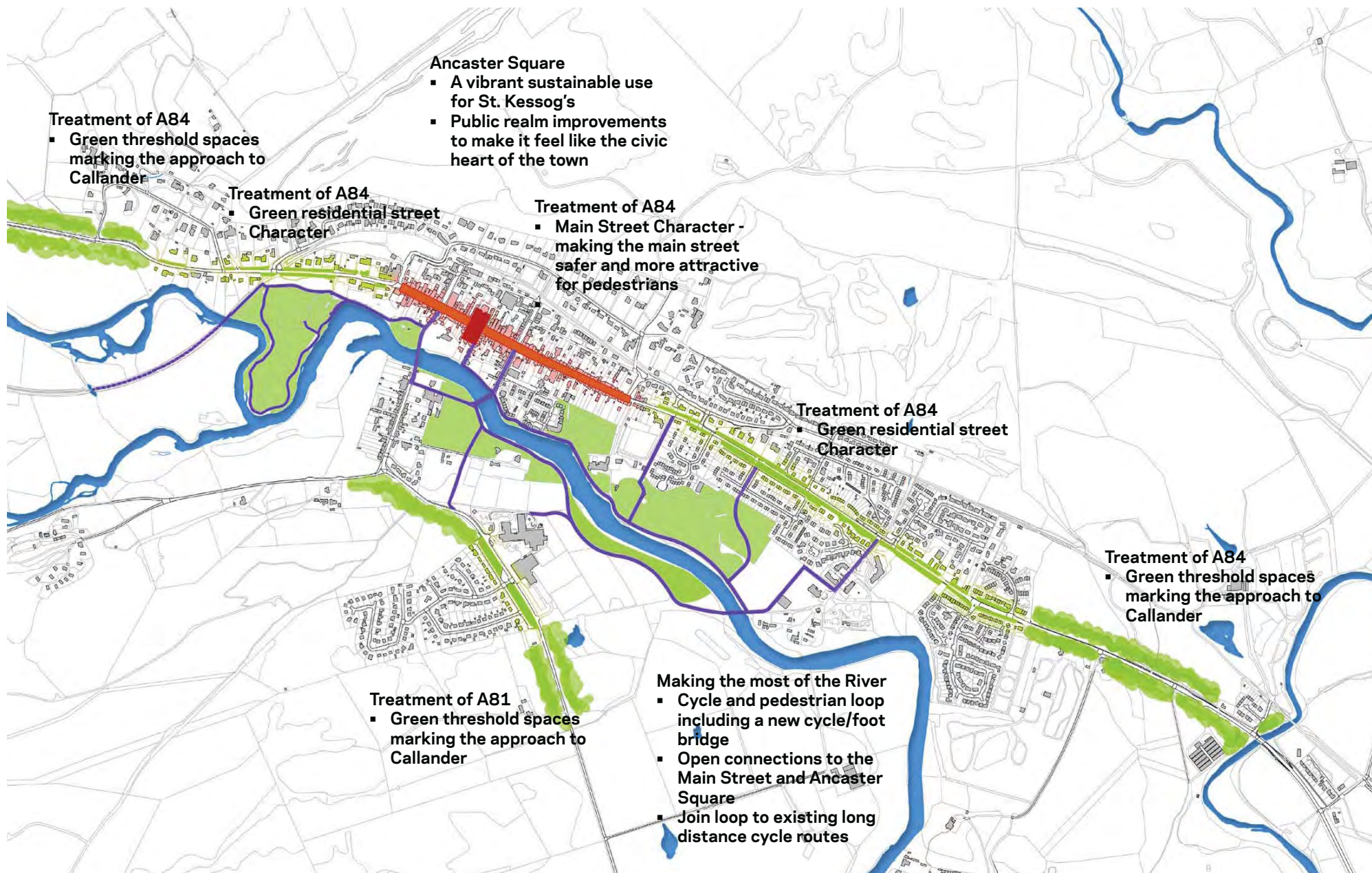
Short term priorities

The following pages outline a series of short term priorities that should be the first steps towards realising the wider long term vision.

They are focused on making the most of what Callander has at present before any new development growth is implemented. This is a sustainable approach based on maximising the precious resources that already exist.

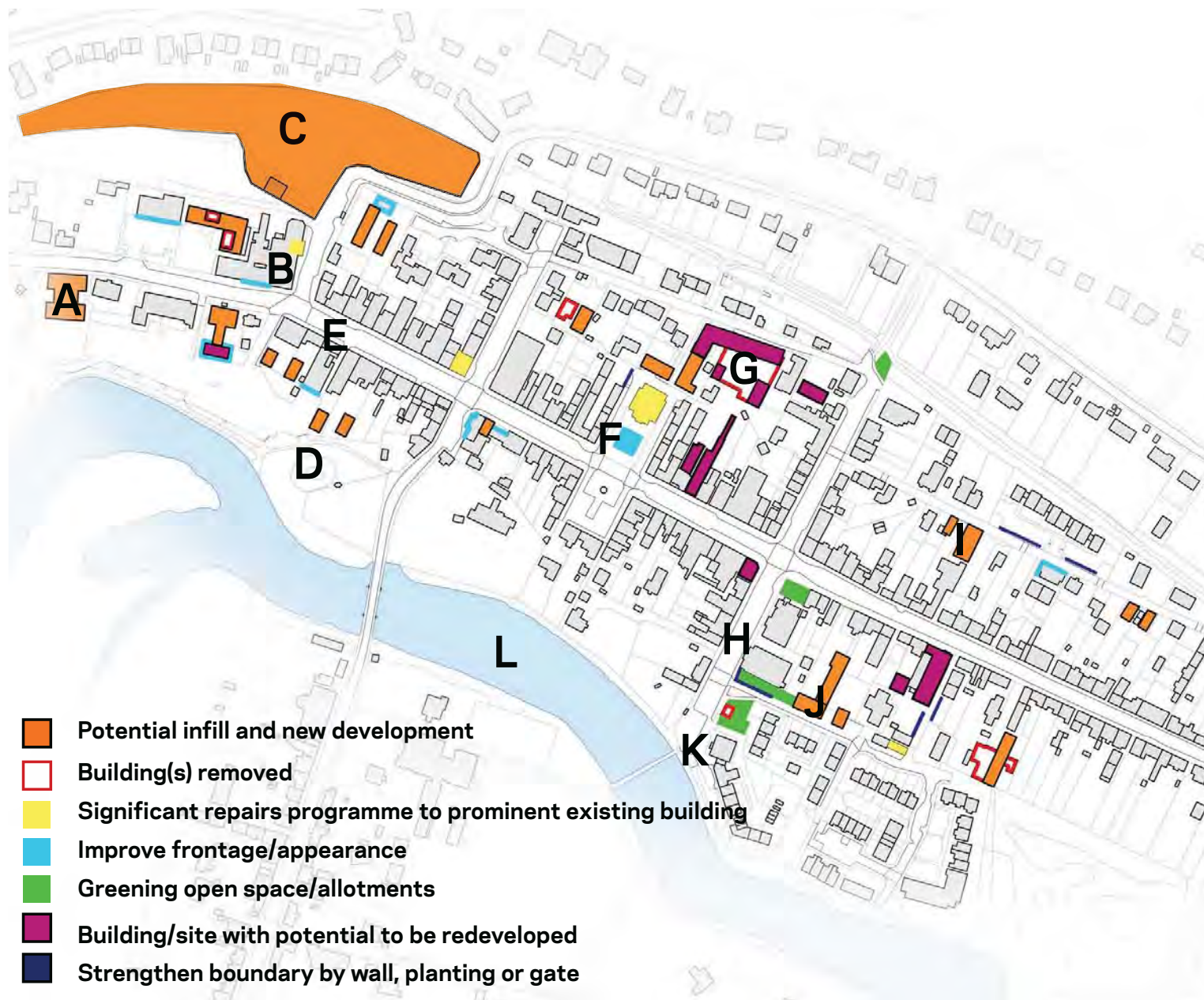


Making The Most of Town Assets Wider Area



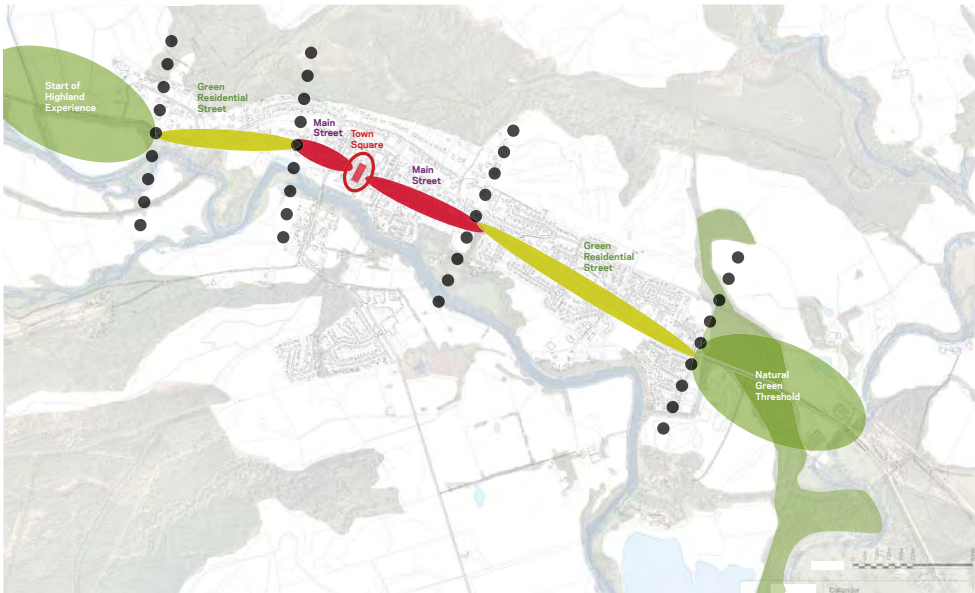
Making The Most of Town Assets

Town Centre



- A. Reinststate building on site of lost building. Retain view to river.
- B. Dreadnought Hotel. Continuation of refurbishment of this asset would be of significant benefit to the town.
- C. Potential development of former station/Dreadnought car park site to encourage passing visitors to stop in the town. Retain view of Railway Bridge.
- D. The riverside carpark needs significant improvement to present a better first impression of Callander to visitors.
- E. Character of Main Street improved by work to repair prominent buildings, works to shop fronts, extensive repair/replacement of road and pavement surfaces, new street lighting, more colour, more vitality.
- F. Ancaster Square. New use to St Kessog's Church, new public realm. Potential new covered area.
- G. Opportunity for long term development of Factory and Church to be examined including a new church and new north face to Ancaster Square.
- H. Strengthen planting in garden areas on North and South Church Street. Clearly define boundaries.
- I. Potential infill rig development could be of mews style to provide same parking area as existing with affordable housing above.
- J. Potential infill rig developments. Form building line to south on line of existing houses.
- K. Review opportunities for Callander Community Library.
- L. The river and its landscape setting is probably Callander's most undervalued asset.

Thresholds and Defining Character

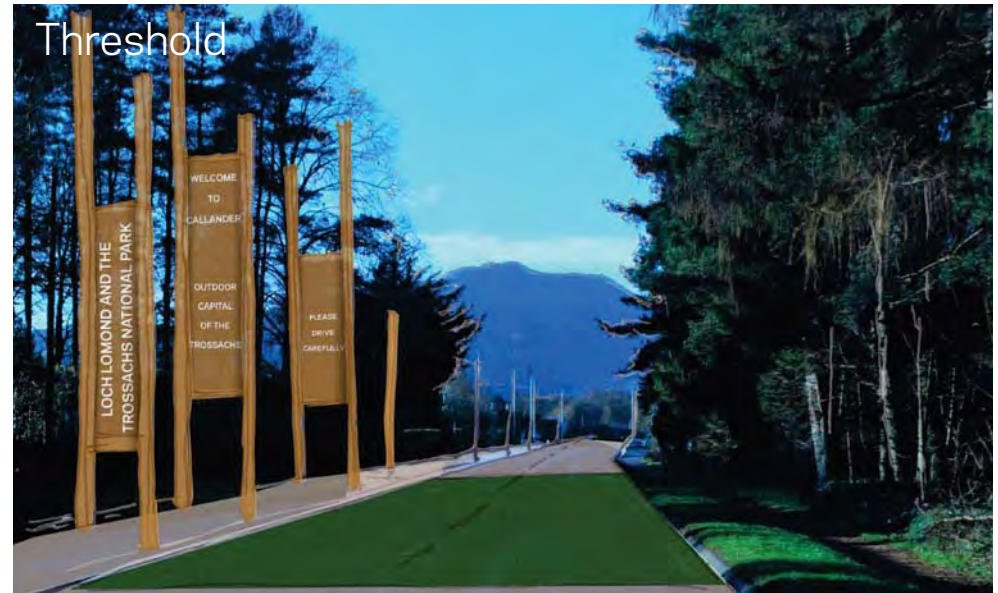


Callander has a particular problem with large numbers of tourists passing through the town but very few of them stopping. The approaches from the east and west do nothing to convey the special qualities of the town and the narrow Main Street channels vehicles through the town before visitors realise that they have missed it.

These proposals seek to tackle these issues by addressing the quality of the experience as visitors approach and pass through the town.

Proposals suggest clear thresholds which mark the journey through Callander when approaching from the east and west.

The town itself sits on a threshold between the Lowlands and the Highlands which is clearly evident when the mass of Ben Ledi looms into view when approaching from the east.



It is suggested that there should be an eastern gateway point which enhances this experience with specific and distinct signage and treatments to paths and, potentially, the road surface.

Callander needs to strongly reinforce its identity at this key threshold. It is less of an issue on the western approach as travellers have already passed through the National Park with a positive impression.

Approach



The journey through the eastern suburbs needs to maintain this impression which can best be addressed through the extensive frontages, particularly to the south side.

These can be planted with indigenous plant species and trees to create a landscape in keeping with the rural location within a National Park. Specific street lighting and furniture, rather than standard municipal fittings will also help to reinforce this.



Main Street

Main Street suffers from being a trunk road and having a relatively poor quality public realm. Proposals should address the width of pavements, parking on both sides of the road, removing barriers, the quality of lighting and street furniture and controlling the speed of traffic.

It needs to become as pedestrian friendly as a trunk road can be within the parameters of the trunk road designation.

Built Heritage

Regenerating the Main Street

The previous section on Thresholds identified the public realm as being critical to visitor perceptions of Callander.

Main Street is badly in need of a significant upgrade to improve the quality of the environment for visitors and the local community alike. This is critical for the future wellbeing of local businesses and the town as a whole.

Some intervention has already taken place thanks to the Callander Conservation Area Regeneration Scheme (CARS) which is an ongoing project which “aims to maintain and restore the historic character of Callander’s conservation area, attracting more visitors to the area and boosting the economy (CARS website)” with funding until 2014. Further design studies focusing on the holistic regeneration of the whole street however would be helpful.

Successful placemaking and a successful trading environment are closely interlinked. Good places draw people, people draw more people and more people will drive a successful Main Street.



Main Street Public Realm



Image 01



Image 02

Historically, Callander was a lot more colourful than today both due to the colour of its windows as well as some of the facade renders. Some examples for the restoration and uplifting of the character on the Main Street is indicated on the two annotated illustrations on this page.

Image 01:

- 01. Detail missing on bay window
- 02. Chimneys to be reinstated
- 03. Finial to be reinstated
- 04. Reinstatement awnings

Image 02:

- 01. Height of first lamp standards
- 02. Lost chimney to be reinstated
- 03. Reinstatement 19th century colours - blues, reds and greens
- 04. Lost oriel window
- 05. Reinstatement chimney pots
- 06. Wall and windows coloured
- 07. Reinstatement awnings

Public Realm Designing Streets

Riverside
Carpark

Station
Carpark

Historic Town threshold
Town threshold defined by change of
surface texture.

Crossroads
Clearly defined crossroads with
strong corners and a change in
surface texture.

Ancaster Square
Ancaster Square forms the civic
heart of Callander being the principal
public space in the town in terms of
location, scale and significance. At present
the square is eroded by vehicular access
and split by the trunk road. See spread on
Ancaster Square for recommendations.



Pavements and Parking

Where possible widening the pavements and alternating parking with green areas and more space for pedestrians. Especially in front of cafes retail with a street use and aspect.

Greening and Planting

Greening of the street with trees and planting is highly desirable and will make the Main Street a more pleasant destination.

Historic Town Threshold

Town threshold defined by change of surface texture.



The Trunk Road Designing Streets

The appearance of Main Street could 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 could all contribute to make this a dynamic area that will 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 remind them to drive with due consideration. In these cases traffic calming schemes can have:

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

Designing Streets

At the transport technical session the potential for applying 'Designing Streets' principles along the A84 trunk road within Callander was discussed. 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 unlikely to be 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 are 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 the 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 a full design of the whole street could be realised, thereby balancing the needs of a trunk road with the 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.



Character signage

Potential Transport and Design 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 or a change in road surface.

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.



Character paving

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 Street Lighting

Replacement of the existing lighting columns with posts specifically designed to enhance the town's identity 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.



Inventive cycle parking, Scottish Parliament, Edinburgh

o Road Width and Parking Provision

To maximise pavement width and reduce the effective and perceived road width it is suggested that Transport Scotland are consulted on the minimum road width of a trunk road and that parking is alternated from one side of the road to the other, never on both sides at the same time. This measure will not only widen the pavements for more comfortable use, but will also reduce visual obstructions and thereby allow for improved visibility of the street and its amenities.

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 be necessary.

Care should be taken to ensure that cycle lanes are not intermittently obstructed by kerb build outs and so further consideration on suitability for Callander is needed.



Physical barriers

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 bollards. This will help to appropriately segregate pedestrian users from traffic, whilst improving the public realm.

o Impact on Large Vehicles

A balanced approach could 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.



Square edge protection

Public Realm

Car Parking

It is understood that a study on car parking in Callander is presently in progress (at time of writing) in which case the Principles established for Callander in the Charrette should inform its conclusions. The present situation and parking charges do not encourage visitors to stop which affects the overall economic well being of the town and inhibits the quality of the public realm. We recommend that a detailed study is undertaken on both the Station and Riverside Car Parks to explore, in detail, the issues and possibilities raised in the Charrette.

Riverside Car Park

The Riverside Car Park is more popular with visitors but is also expensive and relatively remote from Main Street. It is, on the whole, a much more attractive environment on the banks of the River Teith but is addressed by the backs of adjacent buildings and has no frontages or facilities addressing it. It could become a much more popular place for visitors to stop if these issues were addressed. There is also an opportunity to integrate proposals for it with the Station Car Park to the north to enhance the appeal of the western end of the town to encourage more visitors to stop.

The car park is susceptible to flooding and is effectively out of



View from Riverside Carpark

action when this happens. Although this reduces parking capacity in the town when this occurs the overall benefit of this attractive location would seem to over-ride this occasional event. There is also potential to extend the car park to the west to provide another access point as a short term solution for meeting town centre parking needs. The carpark would hereby also become more visible to passers by than the present narrow access point.

Station Car Park

The Station Car Park is the largest hard space in Callander. The site was once occupied by the Railway Station but has subsequently been used for car and coach parking. As a parking area it suffers from being relatively remote from the core part of Main Street. With its vast expanse of tarmac it is not a pleasant environment. It also highlights the odd situation in Callander whereby visitors and locals can park in the Main Street for free but have to pay to park in a much less convenient location. This deters passing visitors and coaches from stopping in Callander.

A new solution needs to be found for the Station Car Park site. One which would bring more life and activity to this part of Callander as part of an integrated parking strategy for the town.



Riverside Carpark

There is a potential development opportunity in Stirling Council's land holding at Station Road as its current use might not be the site's optimum benefit for Callander. The Council is keen to explore whether there are development options that could balance the need for parking with the potential for commercial/retail development to the benefit of the whole town or whether the site is better used as a car park. Any potential development would also release funding which would be reinvested in Callander.

On-Street Parking

To maximise pavement width and reduce the effective and perceived road width it is suggested that Transport Scotland are consulted on the minimum road width of a trunk road and that parking is alternated from one side of the road to the other, never on both sides at the same time. This measure will not only widen the pavements for more comfortable use, but will also reduce visual obstructions and thereby allow for improved visibility of the street and its amenities.



Station Road Carpark



Public Realm Ancaster Square



Proposed Extents of Ancaster Square

Ancaster Square

Ancaster Square forms the civic heart of Callander being the principal public space in the town in terms of location, scale and significance. It is dominated by St Kessog's, which was once the principal church in Callander. Ancaster Square was identified in the Charrette as a key catalyst project in the short term plan for Callander.

The design proposals involve the resurfacing of spaces either side of Main Street as "shared surfaces". Whilst such a treatment cannot be applied to the trunk road the new public realm in Ancaster Square should be integrated with proposals to narrow the trunk road and slow traffic down. The aim should be to reduce the dominance of traffic and parked cars to make the space more readily occupied by pedestrians with the potential for opening it up for civic and visitor events.

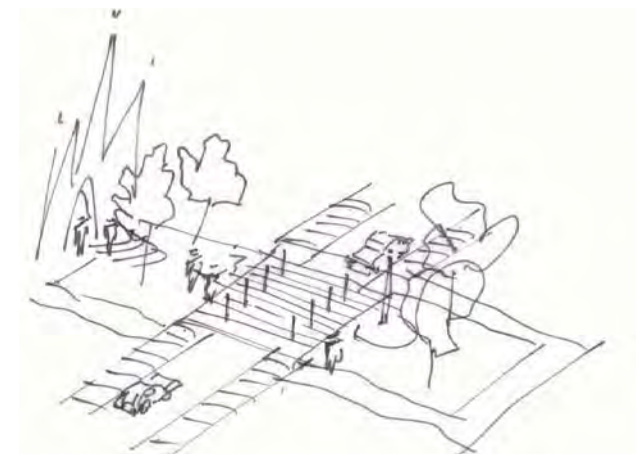
Although the quality of the public realm can be significantly improved the biggest challenges, arguably, lie in finding a new use for St Kessog's and other initiatives which can revitalise this key space. This is explored further in Section 03 but the active management of activities for this space, for the local community and visitors, can deliver placemaking objectives more quickly (and at a lower cost) than new paving. This should be the initial focus whilst more extensive plans are formulated.



Ancaster Square



Ancaster Square



Ancaster Square Proposal

The Regeneration of Ancaster Square

The lack of a north side of Ancaster Square, behind the former St. Kessog's church, is a visual problem that was identified in the conservation area character appraisal. There are unfortunate terminations to the important views to the east and west of Ancaster Square and therefore an examination of redevelopment opportunities on the existing sites of the Catholic church and the Shortbread factory is suggested. It is believed that a restricted development on the plots identified is unlikely to pay for itself and small houses on these sites would have poorer and small gardens. The following points are suggestions which if pursued would need further detail study:

- o Catholic Church

It is suggested that the Catholic church stays in its current location but a new church which better meets the needs of the current congregation is designed and built as part of a larger development.

- o Shortbread Factory

There is a general feeling that it is overdue for the shortbread factory to move. The shortbread factory did open up a factory in Stirling but kept its Callander factory open as well. This was probably an act of altruism. It is suggested that that factory could perhaps be relocated to the south side hubs where people could visit it, as they do the Walkers shortbread factory in Aberlour. The space freed up from this is one of the biggest development sites within Callander and it would help give access to some important rig sites running back from the Main Street to the south of the shortbread factory.

Other Key Issues

- o possible canopy for events
- o regular events calendar for the square
- o resurfacing and traffic calming (both dealt with as part of The Trunk Road and Designing Streets section)
- o expansion of economy and encouraging flexibility in opening hours



St. Kessog's Options for the Future

The Charrette consultation confirmed the importance of St Kessog's to the local resident and business communities. It also confirmed their frustration that proposed re-uses and feasibility assessments have not resulted in desirable and deliverable development plans for the property. The 2009 Consultant's report confirms that St Kessog's suffers from a common problem with historic buildings that are adapted for alternative uses, namely that the additional costs of maintaining and operating from a historic building results in an overall deficit. St Kessog's has the potential to be a key tourism asset, one that attracts visitors to the town for the benefit of all local businesses.

St Kessog's requires a detailed option appraisal that can consider the following options:

- An option that maximises the income generated from St Kessog's to ascertain if an approach which replaced the desired community uses with more commercial uses would be able to generate sufficient income to meet the long term maintenance and operating requirements.

- An option that considers balancing commercial and community objectives and the need for an endowment to supplement the earned income to achieve long term sustainability
- An option that identifies the wider economic benefit of St Kessog's and the amount of and justification for public sector support.

The options appraisal could also consider whether St Kessog's should be owned or operated by the private sector, community based organisation or public sector organisations.

In advance of this study, potential uses could include:

- Theatre and Arts Centre
- Large function space/Wedding Venue
- Cafe/Restaurant combined with upstairs Community Space
- Library and Multi-Media Centre
- Cinema
- High-Profile Visitor Centre combined with Outdoor Activity aspirations



St. Kessog's Key Precedents

Mansfield Traquair Centre, Edinburgh

The Mansfield Traquair Trust was founded in 1993, tasked with rescuing the building from disrepair and finding a viable long term use. In 1995, a feasibility study recommended use of the building for functions and following the purchase of the building by the MTT, the Heritage Lottery Fund made a grant offer of £3.8 million, enabling full building work and restoration.

The building is now an extremely desirable events venue.

<http://www.mansfieldtraquair.co.uk>
<http://www.mansfieldtraquair.org.uk>



Jura Consultants

Oran Mor, Glasgow

The Oran Mor consists of bar, restaurant and private event space in a converted church, formerly Kelvinside Parish Church.

Refurbishment began in 2002 and Òran Mór opened its doors in June 2004. Since then it has introduced a varying programme of events including new musical talents, comedy nights, and the successful A Play, A Pie and A Pint series. Òran Mór has also successfully hosted a range of private events including product launches, awards' dinners, weddings, fashion shows and conferences.

<http://www.oran-mor.co.uk>



Òran Mór Former Church, Glasgow

Eastgate Theatre, Peebles

Eastgate Theatre and Arts Centre was formed from an identified need for mid-scale performing arts centre, which could act as a regional facility and community hub for arts participation.

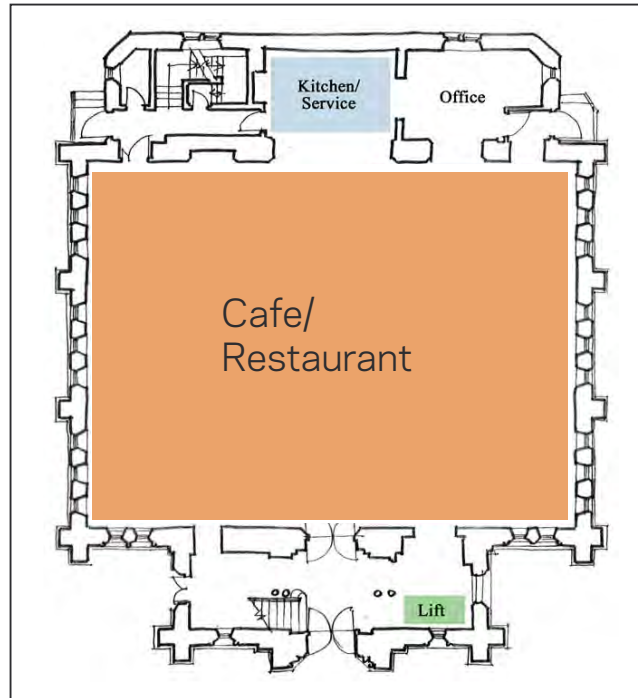
After several years of funding and feasibility studies, a limited company was formed to buy the former church, and the £2.79million of funding needed was raised with grants from the Scottish Arts Council Capital Committee, the ERDF, Scottish Borders Enterprise, Scottish Borders Council and funds raised by local people.

<http://www.eastgatearts.com/>

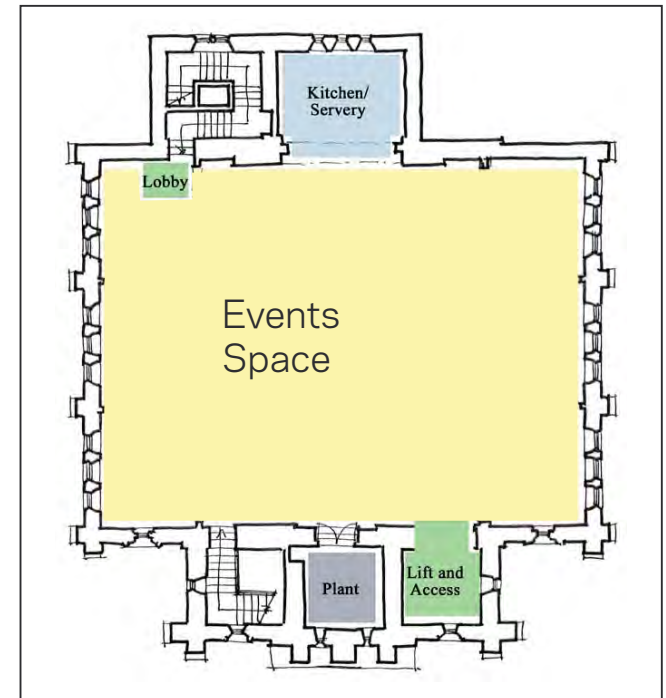


Jura Consultants

St. Kessog's Possible Alterations



Former St. Kessog's Church Ground Floor Plan



Former St. Kessog's Church First Floor Plan

Existing Character

The former church still maintains important points of quality presently not easily visible inside or upstairs due to the partitions in place for the Rob Roy experience. Behind the exhibition partitions there are three arches on each side which survive with the arches over the east and west galleries. The timber boarded ceilings also survive over the galleries and they rise high over the central part of the church. A strong floor has been introduced which seems to replace the galleries. There will be no benefit in taking this floor away and the solution for this building must work with this floor rather than against it.

Stripping Out

An early action which needs to be taken is for the current owner of the building, the council, to strip out all of the partitions that they have introduced so that the upstairs space can be appreciated. It will be far easier to find a commercial operator for this space if it can be easily understood.

Disconnecting the services will need a specialist heating and ventilation engineer but perhaps the other parts - the removal of the partitions - could be a community volunteer exercise.

Renovation

The building is ready for some capital expenditure but it should not be a huge amount. Much of the stone masonry needs to be repointed but the roofs seem to be in quite good condition. The leadwork appears to have been renewed at the time that the council invested in it for the Rob Roy Centre. It is imperative to find out whether the roofs were reslated at this time. The slating looks in fairly reasonable condition. The details need following up as they would have a large bearing on capital costs.

St. Kessog's Conservation Strategy

o Main Entrance

On main south entrance front - lead ridges in fair condition, slating needs to be overhauled at least. Assume new lead gutters to parapets. Two flat roofs to east and west of tower. Assume re-leading. Metal banner fixings have been fitted using mild steel which will damage the stonework and is staining it. These brackets to be removed. Windows blocked, to be removed and original glass repaired. Glass above entrance porch and at storey below clock in poor condition. This should be taken out and re-leaded. Stability of all finials to be checked.

o West side.

Remove lichen from spire. Most windows need to be overhauled. Allow 50% reglazing. General pointing to masonry, say about 25% total area. Two valley gutters probably need re-leading.

o North side.

Leadwork generally appears to be in good condition and carried out to LCA recommendations. Some checking of slating required but this might have been stripped and reslated in the last campaign of works. Leadwork at lower level is vulnerable to theft.

At north side allow 50% repointing over entire area. Some minor structural easings on north gable wall. Water is running

over the flashing and gutter at the foot of the junction between the north gable and the north east vestry.

o North west stair.

Water getting into building at this position. Copes to be taken off and rebbed over lead soakers. The profiled cast iron rhone to the north is leaking at its joints which is causing water damage inside. The two upper gables, one above the chancel arch and one above the north wall of the chancel are also leaking. Repoint at open joints at least but possibly cover with lead flashing.

o East side.

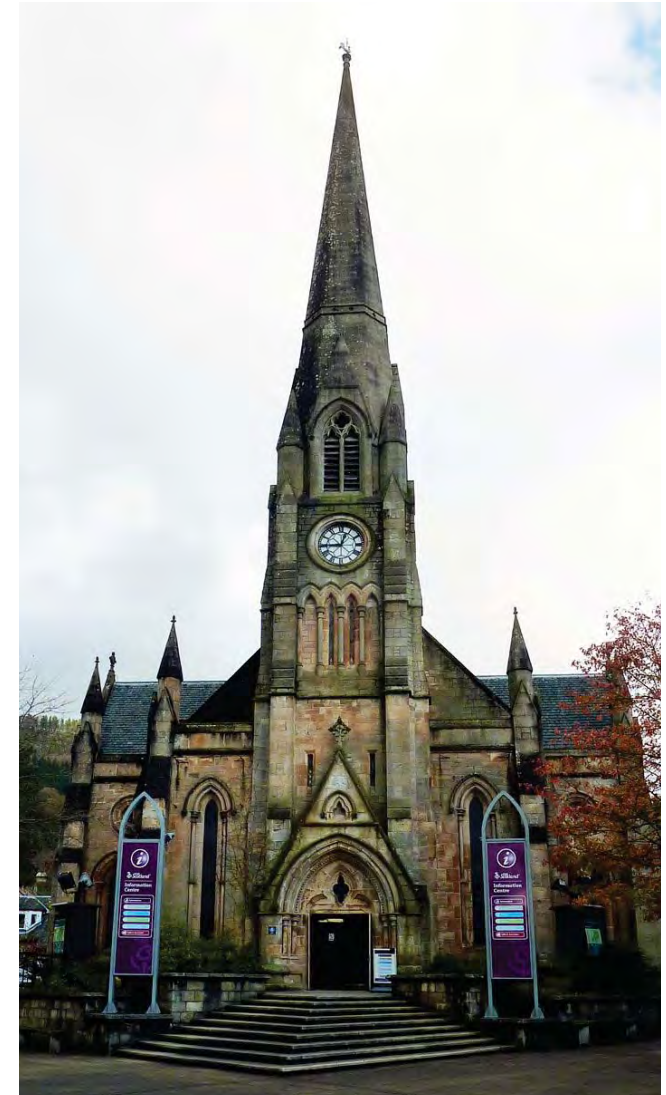
Allow for new valley gutters. Check finials. Allow 25% repointing using lime mortar. Repaint all external ironwork on building. Slating in fair condition. Some water getting in at stone gables either to be lifted and rebbed over soakers or to have upper surface clad. The former is more expensive but preferable and will be a better job.

o Spire

Spire needs close inspection by steeplejack but looks in fair condition. Some moss to be removed. Allow for pointing open joints at belfry level. Finials to be reinstated at belfry level. Belfry louvers to be overhauled and painted.

Maintenance

Once the roofs have been overhauled, the masonry repointed, and the windows repaired there will be internal fit out costs but the maintenance of the building does not appear particularly expensive. It needs to be regular but it is the same for any church building. The maintenance costs on churches averages out at around £4,000- £5,000 per year. Every building owner needs to budget for maintenance.



Callander 2012 -2015



Callander Charrette

Key Placemaking Priorities

Short Term

- Find a new use for St Kessog's which will revitalise Ancaster Square.
- Improve the public realm on Main Street in consultation with Transport Scotland regarding the trunk road, including pedestrian safety, parking and amenity.
- Improve connectivity and cycle paths and enhance river walks.
- Build a new footbridge to improve connections to the High School / Leisure Centre and to begin to transform perceptions of the land to the south.

Long Term

- Develop the strategy for new development to the south integrating an Activity Hub for visitors, a Community Hub clustered around the High School and a new, sustainable residential neighbourhood within the landscape.
- Deliver a new road bridge connections to open up the land south of the river and serve the new Hubs.



