

A “spatial concept” view of Dunblane Town Centre

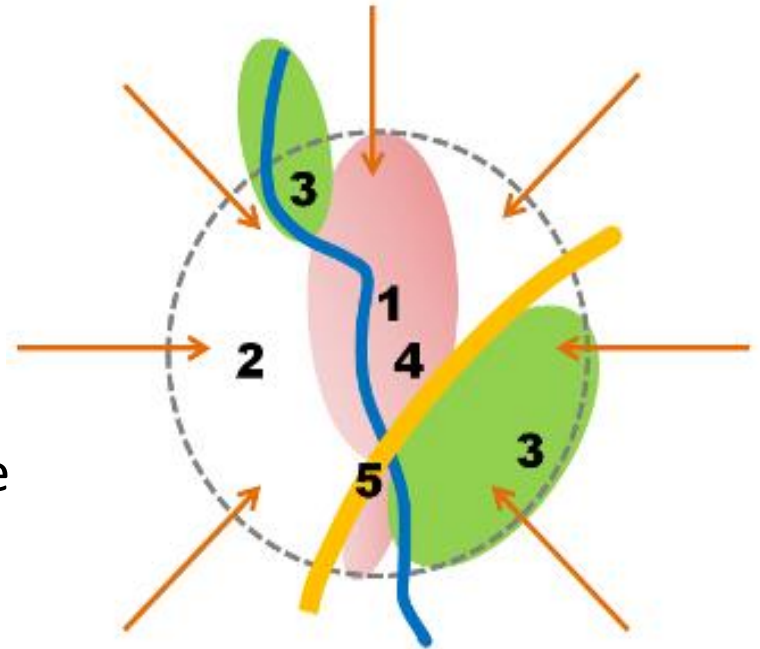
Spatial Planning

*Designing places and spaces to
match and sustain the future needs
of the people who use them.*

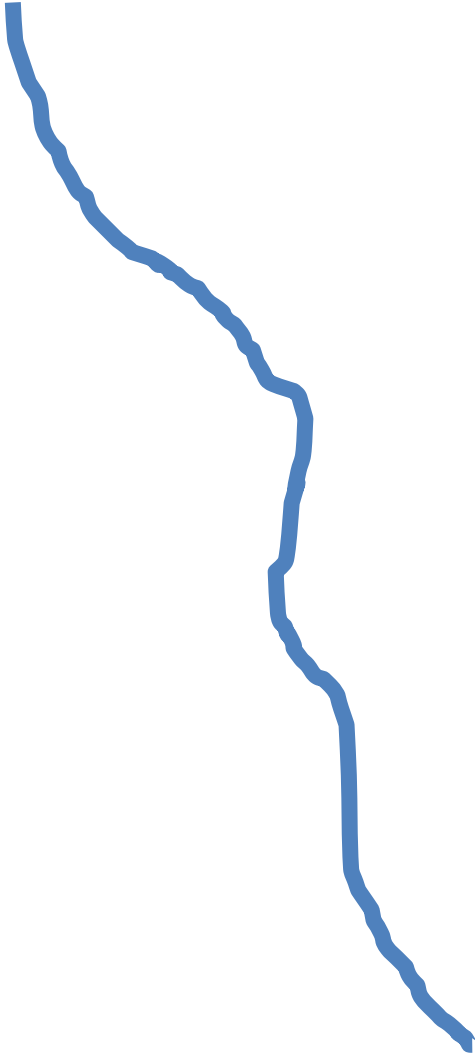
FIVE themes to guide strategy & action

A Town Centre that:

- 1 ... is vibrant and sustainable
- 2 ... is accessible to all
- 3 ... displays its natural & built heritage
- 4 ... supports community cohesion
- 5 ... meets the future needs of the community



The Allan Water



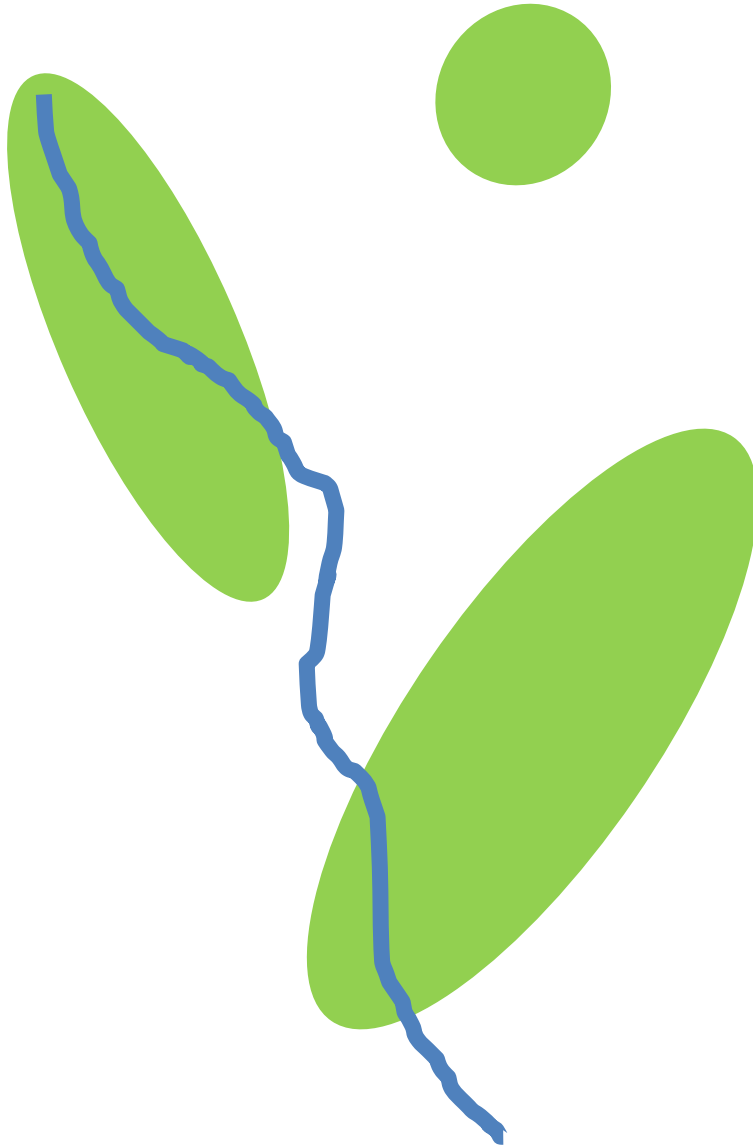
The river is *the* natural feature that defines the heritage, setting and settlement of Dunblane.

The maintenance of river banks and bed have been neglected for sometime.

Major improvements by local volunteer groups demonstrate the potential of this areas as a place for people to linger or access the High St / Laihills on foot.

The Haugh & Millrow “town centre” open spaces have potential for further enhancement

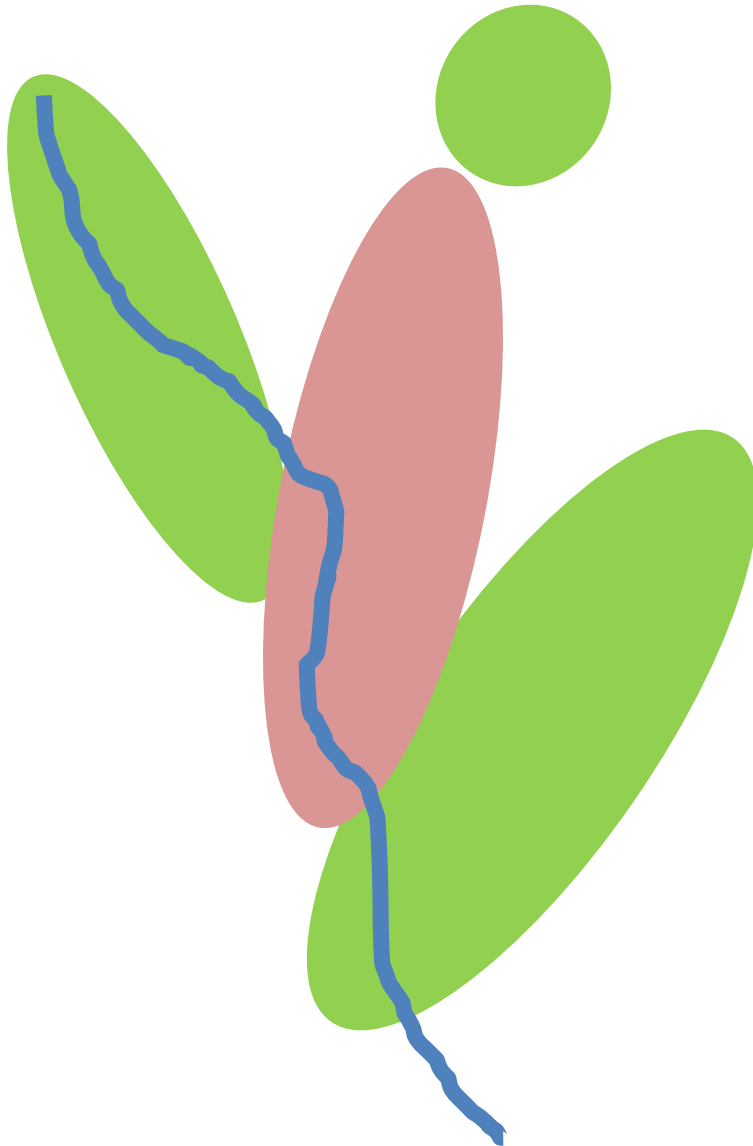
The Green Spaces



3 areas on the periphery of the town centre are valued community green spaces :

- The riverside
- Holmehill
- The area to the east of the B 8033 dual carriageway incorporating a valuable “sport and leisure strip” from the Sports Club to the Dunblane Centre

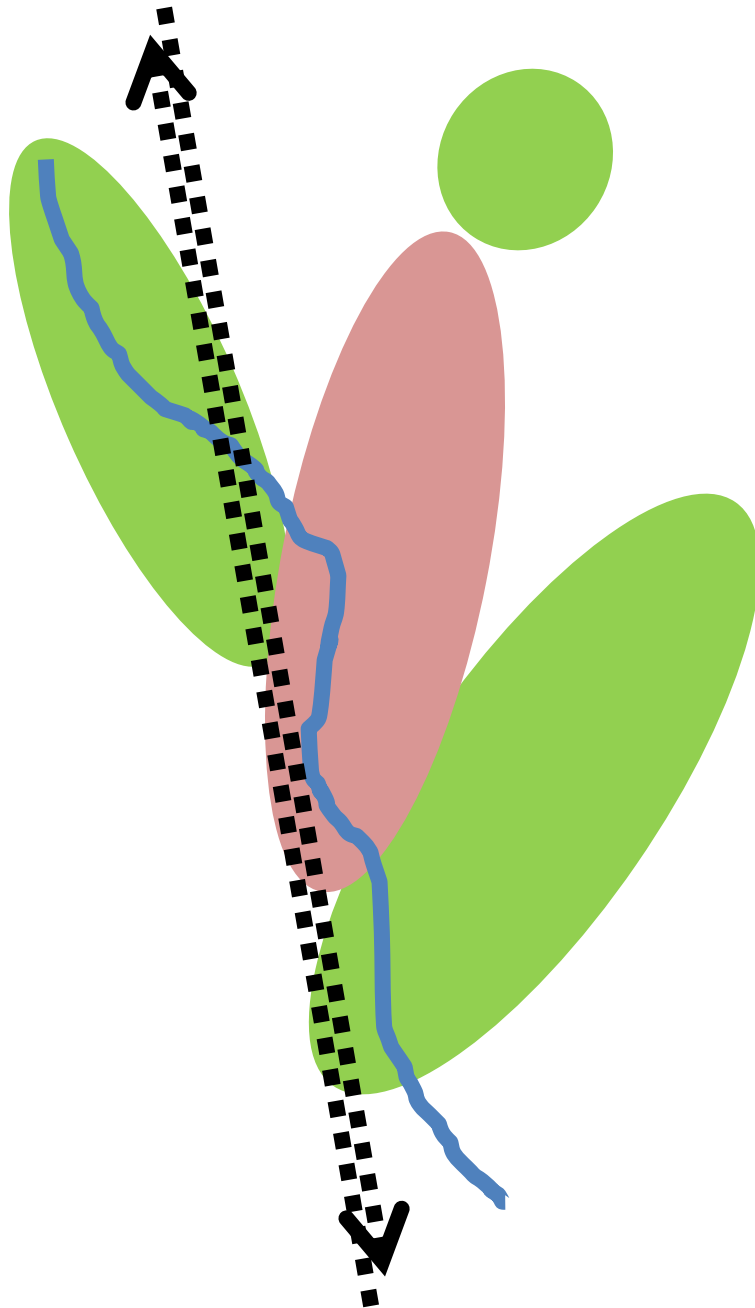
The Town Centre



The old retail/civic core of the town has changed little in size in the last 40 years despite the population having more than quadrupled in that time.

Traffic flows and parking tend to limit freedom of pedestrian access and public interaction.

Vacant retail premises and new roles for old places (e.g. Burgh Chamber) offer opportunities.



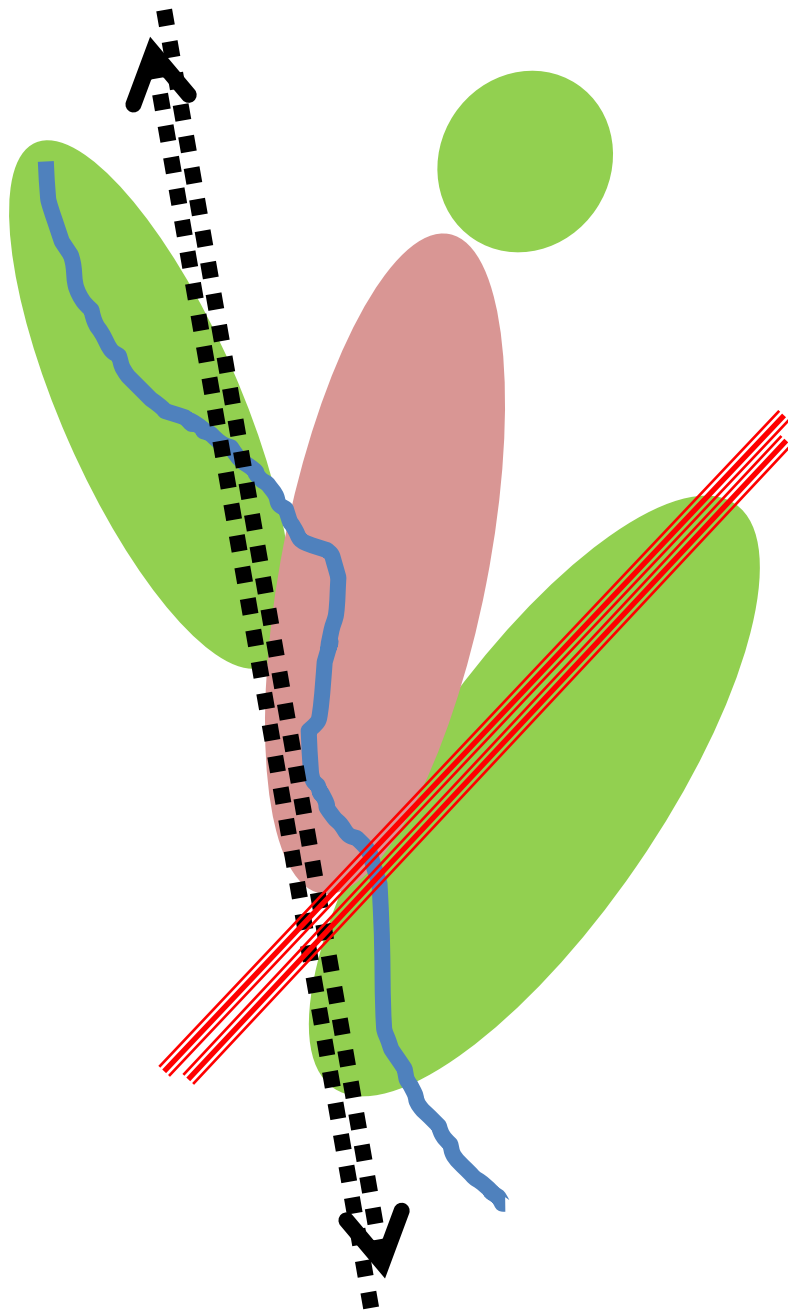
The Railway

This is an important accessibility feature for residents & visitors.

It partially defines the town's residential & community character i.e. professional commuting folk.

Bridging at several points ensure that it does not act as too much of a "barrier" to access between the east and west parts of the town.

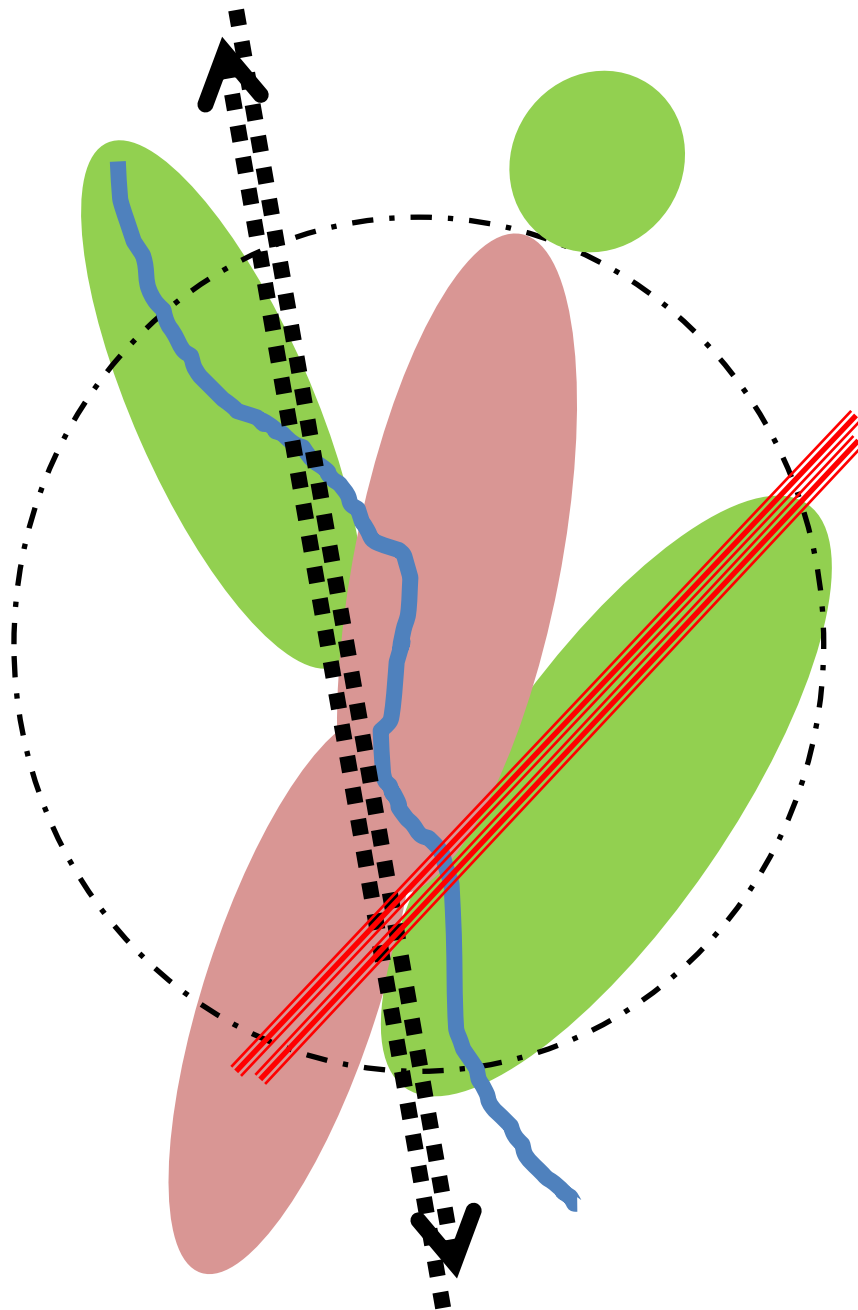
Commuter parking arrangements impinge on needs of residents & visitors using the town centre



The Dual Carriageway (B8033)

Acts as a bypass to the town centre and, by default, as a commuter car park.

This space represents opportunities for alternative uses that integrate with the town centre rather than being a vehicle dominated “barrier” to sustainable town centre development

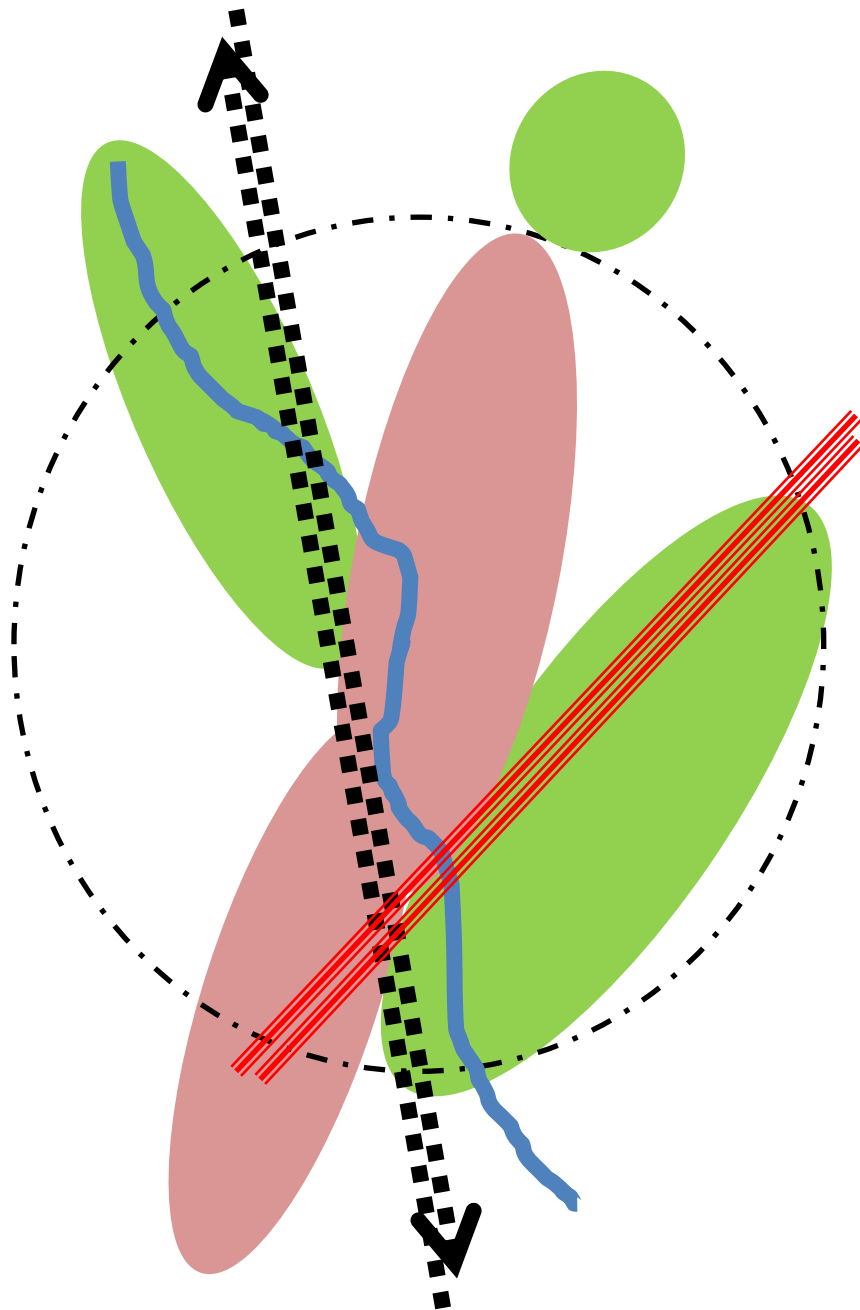


Recent “expansion”

In recent years, the retail / civic core has expanded to the south and west of the ‘old’ town centre with Tesco, the Dunblane Centre and Marks & Spencer.

Where can it go next?

Should important community places like the Braeport Centre or Holmehill be considered to be within the “Town Centre”?



A 5 - 10 minute walk

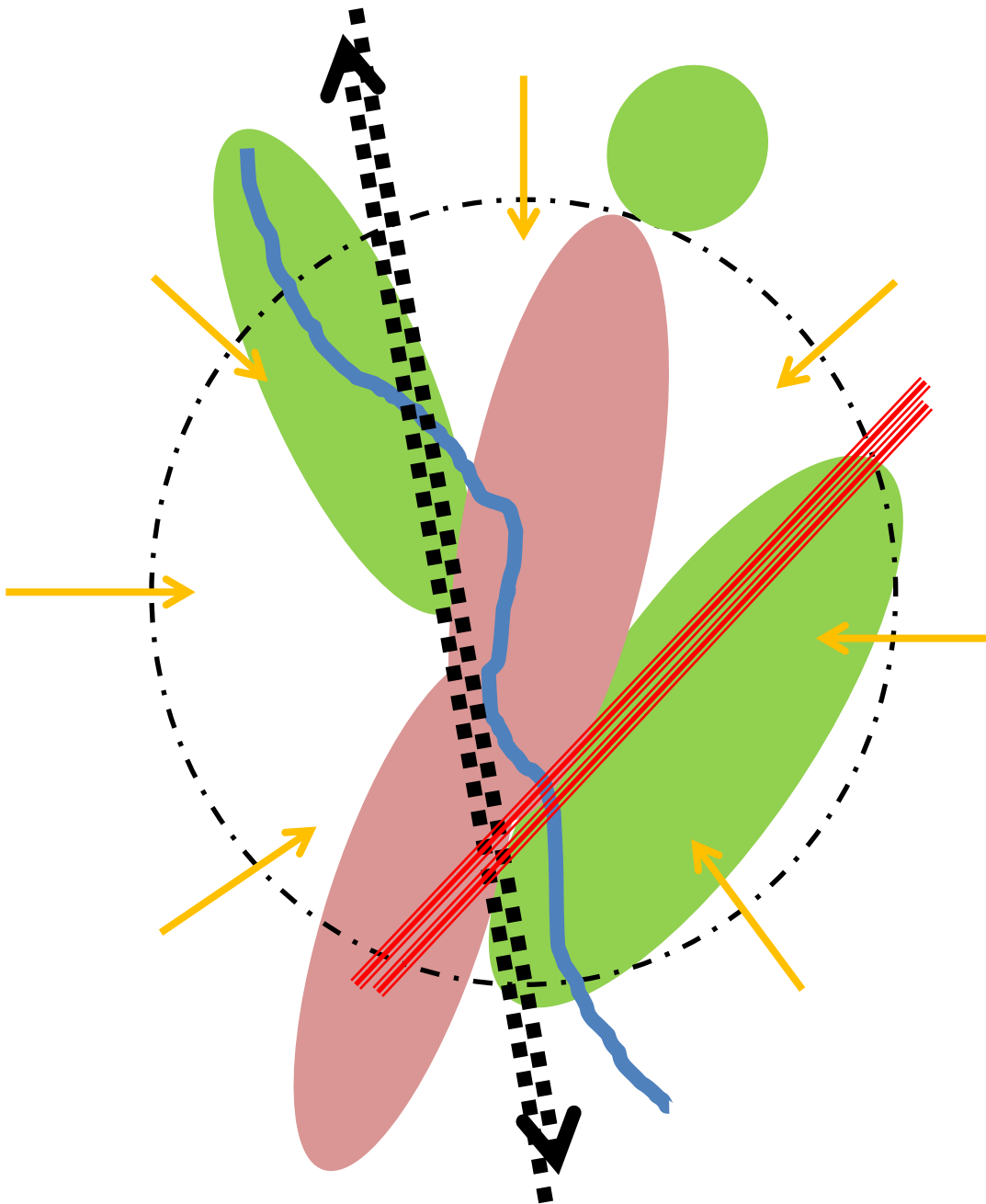
Taking the Old Stirling Road Bridge as the central point, the area within the dotted line represents a 5 - 10 minute walk for most people.

This represents spaces for alternative future “town centre” use as and when they become available.

Community based “planning briefs” might be useful tool for allowing community priorities to influence council planning processes.

Accessibility Points

There are multiple entry/exit points to the town centre but not all are easily accessed by foot, pram, wheel chair or bicycle.



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