

THE HIGH STREET

The core of An Camas Mòr, the High Street, would generally run approximately east-west, avoiding the prevailing winds. Pinch points, an irregularity of surrounding buildings and the avoidance of cross-roads, would all act to brake the wind and give variety of character. In order to maximise sunshine, the south side of the street would generally be one storey lower.

The width would change along the length to form a variety of spaces, typically 18m with squares at 45m and 10m at pinch points. The carriageway would be located to the south shaded side, as would any parking. Generally the carriageway would be single track, at 3m wide, with passing places. Where the bus route crosses the High Street the width would be increased to 6m. Junctions would be kept to a minimum radius, with priority for pedestrians. Although it would be a shared surface, for the safety of the visually impaired, a notional carriageway would be defined by use of shallow ramped kerbs, 60mm high and/or of contrasting materials. Good quality paving, kerbs and channels would be used to maintain high quality and value. A nominal 50cm wide strip would be provided in front of the building façade, defined by a change of paving and might include features associated with the building entrance.

To cope with the density of use the High Street would be generally of hard surfaces and not have a lot of planting. Existing trees would be very carefully protected and retained as a focus for some of the open areas. A limited number of new trees would be planted to provide future replacements and bands of trees intrude onto the High Street to break up the line of the street when viewed from afar.

Surface water disposal would be collected in shallow channels. Cable & piped services would be in each pavement, adjacent to buildings. The drainage would be central, below the carriageway or parking.

Car parking, parallel, diagonal and perpendicular to the kerb, would be provided at intervals, specifically for disabled users and deliveries. More extensive parking, for all users, would be available behind the High Street close by.

Lighting would generally be fixed to buildings, avoiding lamp-posts where possible. Pends would be well lit and dark corners avoided.

