

## LOCAL STREETS

An Camas Mòr would have a network of streets, wynds and vennels generally meeting the High Street. The exact course of each street would be designed in detail, to suit the uses, fit the topography and provide a variety of character.

In the medium and higher density zones, the streets at 7m wide would be narrow with close building frontages. This would give intimacy to the street and maximum space to rear gardens. At intervals trees would be located to either side and in suitable places a 'green crossing' would be made to allow tree canopies to give the appearance of touching across the street and encourage wildlife.

The surface would be shared, and designed to give a feeling of preference to pedestrians and cyclists. Features would include a narrow single track carriageway defined by banding and/or change in surface, cross banding to the carriageway and a centrally located shallow channel for surface water. Paving would include good quality materials, banding and drainage channels. Above services, paving would be in the form of easily replaceable block paving.

A nominal 50 cm wide strip would be provided in front of the building façade. This would be defined by a change in paving and may have features associated with the building entrance together with suitable planting. Cable & piped services run adjacent to buildings on both sides. The drainage would be to one side.

Where dwellings front onto the street, parking would be discouraged. Linking streets, at the side of plots, would allow for parallel parking.

Lighting would generally be fixed to buildings, avoiding lamp-posts where possible. Lighting would be controlled to minimise energy use.

