

Designing for Community Safety

Supplementary Planning Document
September 2005



Designing for Community Safety Supplementary Planning Document (Draft)

"Crime and Disorder is one of the most important challenges facing the Borough. It is a problem with no easy answer or single solution. Despite a focus on crime by some public agencies, wider issues of fear of crime, safety and other quality of life issues continue to be high on the public agenda."

Tony McDermott
Leader of Halton Borough Council



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Halton Borough Council,
Environmental Health and Planning Department,
Environment Directorate,
Rutland House,
Halton Lea,
Runcorn, WA7 2GW,
Telephone: 0151 424 2061,

This guidance note should be read in
conjunction with the relevant policies of the
Development Plan.

I Purpose

- I.1 The purpose of this Supplementary Planning Document (SPD) is to complement the Halton Unitary Development Plan (UDP), to provide additional practical guidance and support for those involved in the planning of new development within Halton Borough to:
 - 1. Design places that help to reduce crime, the fear of crime and anti social behaviour;
 - 2. Make certain no planning decisions result in a detriment to wider community safety; and
 - 3. Create a safe, secure, and pleasant environment in Halton for people to live and work within.
- I.2 By stating this purpose, the Council will seek to improve through its function as a Local Planning Authority any development proposal that does not provide for, or meet the principles encouraged and required within this supplementary document and the Halton UDP.

2 Policy Background

- 2.1 This SPD is produced to ensure that through its function as a Local Planning Authority, the Council: - complies with national legislation; is in accordance with national and regional planning guidance and advice; and contributes, wherever possible, to meeting the priorities of the community it serves.
- 2.2 Section 17 of The Crime & Disorder Act (1998) places a duty on local authorities to do all that they reasonably can to prevent crime and disorder in their areas.
- 2.3 One of the outcomes of the Crime & Disorder Act (1998) was the formation of the Safer Halton Partnership (previously known as the Halton Community Safety Partnership). This is a partnership organisation between Halton B.C., Cheshire Constabulary, Cheshire Fire Service, Probation Service and Halton Primary Care Trust. The partnership produces a three-year community safety strategy, a crime and disorder audit, and an annual report. As a partner organisation, this SPD is produced to contribute to meeting the priorities of the Community Safety Partnership and the Council's duty under Section 17 of The Crime & Disorder Act (1998).
- 2.4 National Planning Policy Statement 12 (PPS12): Local Development Frameworks states that local authorities must include policies on design and access. It states that "well designed development responds well to the local physical, social and economic context, being safe, clean, attractive accessible for all users". National Planning Policy Statement 1 (PPS1): Delivering Sustainable Development warns that poor planning can result in a legacy for current and future generations of run-down town centres, unsafe and dilapidated housing, and crime and disorder. It goes on to state that planning should facilitate and promote sustainable and inclusive patterns of urban and rural development. This can be achieved through ensuring high quality development through good and inclusive design, that supports existing communities and contributes to the creation of safe, sustainable, liveable and mixed communities.
- 2.5 One of the core principles of Regional Planning Guidance for the North West (RPG13), which is now by virtue of the Planning and Compulsory Purchase Act (2004) the Regional Spatial Strategy (RSS) is good design. Policy DP3 states that local authorities set guidance that ensure innovative design to create a high quality living and working environment which



By working in partnership to reduce crime and anti social behaviour we can have a greater impact and improve the quality of life for everyone in Halton.

incorporates community safety and the principle of 'designing out' crime.

of the Borough reflecting the priorities of the public.

- 2.6 The Halton Unitary Development Plan (UDP) contains a number of strategic aims and objectives. These are set out in Part 1 of the UDP. In relation to environmental quality (page 21), these include creating a safe and healthy Halton and improving the design of buildings. In relation to social inclusion (page 24), these include providing safe and attractive pedestrian routes. At the centre of these strategic aims and objectives is desire of the Council to create sustainable places that all people will want to live and work within.
- 2.7 Part 2 of the UDP contains policies that seek to implement the broad aims and objectives contained within Part 1 of the UDP. Policy BE1: General Requirements for Development, states that new development must be of a high quality, and designed in such a way that minimises the fear and risk of crime. The justification for this policy states that the design and layout of development can directly reduce opportunities for crime such as theft, assault, and burglary, as well as reduce the fear of crime.
- 2.8 This SPD is intended to contribute to the priorities, principles, objectives and targets of the Halton Community Strategy, 2002/03 to 2005/06. This strategy coordinates the resources of the local public, private and voluntary organisations towards common purposes. The Strategy identifies 'safe and attractive neighbourhoods' as one of five priorities. Within this there are a number of objectives particularly relevant to this SPD. These are: the need to investigate and tackle the underlying causes of crime; create and sustain a safer living environment in Halton, reassure the community and reduce fear of crime; and, ensure progressive and sustainable environmental improvements in all areas
- 2.9 Halton Borough Council is fully committed to contributing to achieving the priorities of the Community Strategy. The Council's priorities are set out in the Corporate Plan 2001/02 to 2005/06. This plan also has five priorities, with one being 'safe and attractive neighbourhoods'. This SPD is produced to help meet the targets set out within the Council's Corporate Plan.
- 2.10 The priorities in the Community Strategy and the Corporate Plan are based on the priorities set by the people of Halton. These were identified through community involvement via Area Panels, focus groups, and a telephone questionnaire to develop the Community Strategy. The Corporate Plan was based on the same community involvement and statistical information compiled in the State of Borough Report; this report was last updated in autumn 2003.

3 Understanding the issues

3.1 Crime in Halton

3.1.1 Crime in Halton is actually low when compared to the other 318 Police Basic Command Units BCU (police areas that generally relate to local authority boundaries). The main crime issues in Halton are Vehicle Crime, Violent Crime and Anti social behaviour. Indeed in terms of recorded crime, criminal damage accounts for around a quarter of total recorded crime over the last 3 years. Added to this youth annoyance accounts for a large proportion of incidents reported to the Police. Burglary remains low and has continued to fall over the last 3 years.

3.1.2 However, fear of crime remains high within Halton. Fear of crime is difficult to assess and there is little data currently available to show how this affects communities. Recently the Halton Borough Citizen's Panel identified law and order/community safety as the most important factor affecting the quality of life of people in Halton. Additionally, nearly half of the panel said they felt unsafe after dark in Halton. As a response to these concerns the Council has established a task group 'Reassuring Communities' to tackle this issue.

3.1.3 Action in the design of places can help to reduce fear of crime. A survey in relation to the alley gating scheme (a initiative to provide secure gates to shared alleyways to the rear of residential properties in Halton) found that over 90% of the six hundred surveyed stated that "The installation of alley gates had made them feel significantly safer".

3.2 Fear of Crime

3.2.1 The phrase 'fear of crime' covers a whole variety of reactions to the prospect of becoming a victim of crime, ranging from mild anxiety to real dread. For example, it might mean being gripped by terror on hearing footsteps behind you as you walk down a dark alley late at night, or an occasional state of apprehension at the thought of being burgled.

3.2.2 'Fear of crime' is influenced by how likely you think it is that a crime will happen, and how you feel you will cope if it does. Fear varies according to the type of crime - personal crimes such as robbery; murder and rape tend to provoke much more anxiety than crimes against property. Fear affects people in different ways - some people are much more vulnerable to fear and the consequences it can have on behaviour and activities.

3.2.3 The environments of towns and cities have a role to play in fostering 'fear of crime'. Features such as narrow alleyways, subways, areas of overgrown shrubbery and poor street lighting, as well as the design of many housing areas, have been criticised for making people afraid of crime and reluctant to use particular places.

3.2.4 Many crime prevention schemes focus on environmental changes, partly to reduce crime itself, but also to make local people feel safer. If people feel ownership over space, and are confident about using it,



Creative design which is responsive to its context, can create vibrant places where people feel safe and want to be.

there will be fewer opportunities for crimes to be committed. Other aspects of the environment, which provoke fear, include graffiti, vandalism, and the presence of drug dealers and other unsavoury characters in public spaces. These are all examples of 'visible incivilities' - they are signs of disorder in certain areas which can make people feel they are likely to become a direct victim of crime.

- 3.2.5 By incorporating the concept of designing for community safety within new development, the need for design intervention at a later point in time is reduced. New development can also have a positive influence on surrounding spaces, for example by improving natural surveillance.

3.3 Social Inclusion

- 3.3.1 Social inclusion is the recognition that significant numbers of people are

excluded from participating fully in society and achieving their potential. Some places can and do spiral into decline, with falling property values, rising crime, declining educational standards and a worsening health record. This can create the conditions for a self-perpetuating cycle of the social, economic, and environmental decline of a place.

- 3.3.2 The decline of a place is intrinsically linked to a sense of civic pride and ownership; excluded people have less regard for their environment and surroundings. Designing for community safety can reduce social exclusion problems, if this is done successfully it creates sustainable schemes, whereby the community nurture their surroundings. In effect, community safety cannot be successful without good design, and in turn, design projects benefit from an included community.

- 3.3.3 Through designing for community safety, this process can be reduced, and the problems of social exclusion can be lessened for examples by connecting places and making them more accessible by means other than the private car.



Poorly lit subways with no direct sightlines represent an imposing environment.

4 Guiding Principles

4.1 Secured By Design

4.1.1 Secured By Design was first introduced in 1989. It is a police initiative to encourage the building industry to adopt crime prevention measures in the design of new development to assist in reducing the opportunity for crime and the fear of crime, creating a safer and more secure environment. Secured By Design is endorsed by the Association of Chief Police Officers and has the backing of the Home Office Crime Reduction Unit.



4.1.2 To achieve secured by design status, the design, and the material specifications of a development must be assessed by the Police Architectural Liaison Officer (ALO), for Cheshire Constabulary. The development will be checked against a given security and design checklist and if found to comply, 'secured by design' status will be awarded.

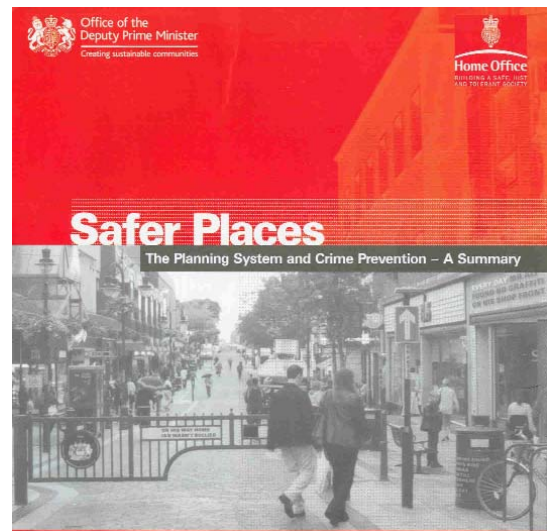
4.1.3 Where appropriate all new development (including change of use and conversion) within Halton would be expected to achieve secured by design accreditation. Appendix B provides details of where further information on secured by design can be accessed, including the checklist on design and material standards.

4.2 Safer Places

4.2.1 Safer Places - The Planning System and Crime Prevention is advice published by the government on how planning can assist in reducing crime and the fear of crime. It differs from secured by design as it focuses on broader issues than just well designed security features.

4.2.2 The advice identifies seven attributes to the design of safer places, these can be summarised as: -

- **Access and movement:** places with well-defined routes, spaces and entrances that provide for convenient movement without compromising security;
- **Structure:** places that are structured so that different uses do not cause conflict;



Safer Places, key national government advice on designing out crime

- **Surveillance:** places where all publicly accessible spaces are overlooked;
- **Ownership:** places that promote a sense of ownership, respect, territorial responsibility and community;
- **Physical protection:** places that include necessary, well-designed security features;
- **Activity:** places where the level of human activity is appropriate to the location and creates a reduced risk of crime and a sense of safety at all times; and

- **Management and maintenance:** places that are designed with management and maintenance in mind, to discourage crime in the present and the future

4.2.3 Where appropriate all new development (including change of use and conversion) within Halton would be expected to take into account the principles of Safer Places. In addition to the best practice examples given within this document, Safer Places includes a number of case studies and provides a useful development checklist. Appendix B includes details of where Safer Places Guidance can be obtained and accessed.

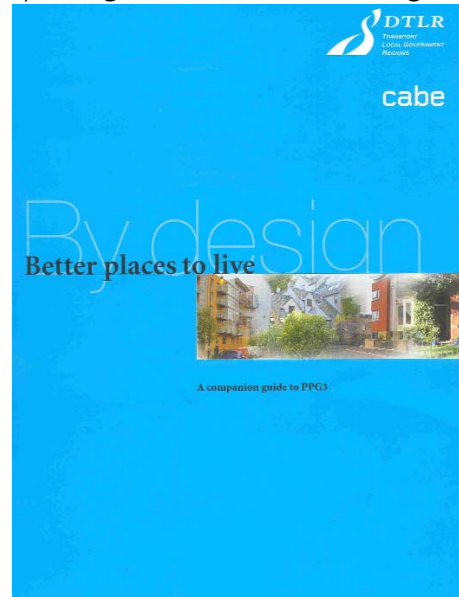
4.3 By Design

4.3.1 The need to reduce crime, fear of crime and anti-social behaviour is one element of need for better design. Although this SPD has a particular focus, the design principles outlined are set within a broader urban design philosophy of creating better places. These values are identified within By Design, which states that urban design concerns the connections between people and places, movement and urban form, nature and the built fabric, and the processes for ensuring successful villages, towns and cities. By Design summarises the objectives of urban design as: -

- **Character:** a place with its own identity;
- **Continuity and enclosure:** a place where public and private spaces are clearly distinguished;
- **Quality of the public realm:** a place with attractive and successful outdoor areas;
- **Ease of movement:** a place that is easy to get to and move through;
- **Legibility:** a place that has a clear image and is easy to understand;
- **Adaptability:** a place that can change easily; and

- **Diversity:** a place with variety and choice.

4.3.2 There is a selection of other design advice that has been published by the Government, including Better Places to Live: a companion guide to PPG3 (on housing development); and Places, Streets and Movement: a companion guide to Design Bulletin 32 (on residential roads and footpaths). Details of where to find By Design and other urban design best



By Design, national government advice on urban design.

practice can be found in Appendix B.

4.4 This SPD is intended to improve community safety but not at the expense of road safety. The planning and design of places must continue to have regard to highway safety matters as set out in relevant guidance such as Design Bulletin 32 or successor documents and the Local Highways Authority role in contributing to determining planning applications will continue unchanged.

5 General development principles

5.1 Natural Surveillance

5.1.1 Active places provide their own security in the form of natural surveillance. Locations which are prone to dereliction and which are under-used, especially at night, project a neglected appearance and can become hot spots for crime due to lack of surveillance from passers-by. People will also be disinclined to use them for fear of their own safety.

Do's

- ✓ Development should be designed to promote overlooking onto streets, including through corners and gable ends, such as through the use of balconies.



- ✓ Boundary material and orientation of housing enhances natural surveillance over play space.



- ✓ Feature windows on gable ends provide opportunity for natural surveillance.

- ✓ Where possible overlooking should be from 'active windows', such as living rooms and kitchens, particularly at ground floor level, so that natural surveillance is provided throughout the day.

- ✓ The introduction of a range of uses such as family friendly pubs, café's, restaurants and leisure uses will increase the evening activity and help to reduce the opportunity for crime. Obviously, such proposed usage should be a careful balance so as not to actually increase the potential for crime and disorder. There are many practical solutions available to help achieve this balance, which will be highlighted later in this document.

- ✓ Identify opportunities from new developments to improve surveillance on existing surrounding buildings and areas.

Dont's

- ✗ Development should not turn its back onto streets, public spaces or other active areas, such as open spaces, car parks and communal play facilities.

- ✗ Blank gable frontages on corner sites.



- ✗ Residential development turns its back on to the street reducing opportunities for overlooking.

5.2 Layout

5.2.1 Layouts deal with the arrangement of streets, buildings, public and private spaces. How these elements are designed,

affects the levels of use, movement and surveillance, which ultimately impacts on the safety and security of places. For example if a footpath is isolated and unlit it encourages the fear of crime as well as the possibilities of actual criminal behaviour or of anti-social activities taking place and discourages the use of that path. Well-designed streets, on the other hand, encourage people to use them and make going outside a pleasurable and safe experience.



✓ Overlooking of canal promotes activity.

5.2.2 The incorporation of good urban design principles within new development should not be at the expense of highway safety, a balance needs to be maintained. Further



✓ A good well connected street pattern.

guidance on road layouts and hierarchy, and associated issues will be addressed in the forthcoming Transport and Accessibility SPD. In addition the Council's transport planning and policy team can provide further assistance, Contact details can be found in Appendix B.

Do's

✓ Network of long streets with good sightlines to encourage pedestrian activity.

✓ Development should be well connected to surrounding areas to increase the opportunity for movement between and through areas.

✓ Provision of segregated pedestrian and cycling routes that are part of the street network. Such routes should ensure the safety of pedestrians and cyclists alike, and be designed to meet the needs of people of all abilities.

✓ Watercourses are a positive environmental feature within the Borough, development must overlook and maximise the potential of watercourses to provide natural surveillance and encourage activity along them. Therefore developers may also be required to incorporate appropriate safety measures.

✓ Where cul-de-sacs are necessary, they are short, with clear sightlines in and out. Connecting pathways may be required, for example to bus services. If they are, they must be wide, straight with through



✗ A bad street pattern which lacks permeability.



- ✓ Infill development fronts onto street and respects existing built form and further enhances opportunities for natural surveillance

observation and be overlooked. Buildings should front onto streets, whilst private space (such as back gardens) should face each other to form secure areas, which are inaccessible to the public.

- ✓ Where appropriate owners, operators and developers should seek to meet the requirements of the Police and British Parking Association Safer Parking award scheme and obtain Park Mark accreditation.
- ✓ Environmental factors such as the path of sunlight and potential common wind directions should be considered, so that areas are laid out with a view to maximizing natural light, and reducing wind tunnels as these can have a direct negative effect on usage.

Don'ts

- ✗ Dogleg routes and long winding cul-de-sacs with dead ends that are generally used less by pedestrians and cyclists.



- ✗ Blind spots and opportunities for concealment should be avoided

- ✗ Pedestrian and cycle routes should not be located along the backs of properties separate from other access points.
- ✗ Dense vegetation and planting adjacent to public rights of ways.
- ✗ Blind spots and opportunities for concealment.
- ✗ Unnecessary rear access (particularly in residential development) should be avoided, where such access is provided it must be secure.
- ✗ Unnecessary footpaths should be excluded if they might be used to gain unobserved access to properties and provide a means of escape for offenders.
- ✗ Avoid subways, especially where there is no through visibility.
- ✗ Avoid leaving 'dead' areas within places, which have no identifiable purpose or ownership, this is commonly referred to as SLOAP (Space Left Over After Planning).
- ✗ The layout of large car parks should avoid the creation of numerous cul-de-sac aisles that significantly reduce the opportunity for surveillance from passing cars.

5.3 Lighting

- 5.3.1 The design and type of lighting, like other aspects of the physical environment, can change the way people respond to a particular place. Conventional road lighting is primarily designed for vehicle visibility. Predominantly these are high-pressure sodium road-lamps, which bathe everything around them in an orange haze, with heavy downward shadows and little or no colour discrimination. In many cases, pavements (and the people using them) and building facades remain unlit or poorly illuminated.

5.3.2 Within new development, the use of lighting should be viewed as an opportunity to reduce crime and increase attractiveness. Good exterior and area lighting can play a positive role in the way people feel about a place, it can reveal and enhance buildings aesthetically, improve the sense of local identity and make people more willing to use streets, squares and parks in the evening. This can also assist in improving the commercial viability of places in the evening.

5.3.3 Early consultation with the Council's lighting team will ensure that lighting proposals are acceptable and will reduce the need for planning applications to be amended. Contact details for the Council's lighting team are contained in Appendix B.

Do's

- ✓ Lighting should be designed in conjunction with the buildings and landscape to achieve an attractive, integrated scheme with minimal environmental impact.
- ✓ Awareness of the need to reduce light pollution and control the effects of obtrusive lighting.
- ✓ Strategic use of lighting within a place to focus on areas particularly vulnerable to crime such as parks, open space and communal play facilities, in some instances this could mean the use of timers to restrict use to a certain period.

Don'ts

- ✗ Focus on the relative small capital and energy costs involved in better lighting as a justification for lack of creative design. Although future revenue implications must also be taken into account.

5.4 Landscaping

5.4.1 Landscaping within and around a new development plays a key role in creating a high quality environment that encourages use of places. The design and maintenance of landscape schemes and

associated security matters will need to be fully considered before approval for development is given.

5.4.2 In sensitive locations active management solutions rather than introducing foreign species such as those identified in the illustrative species list in Appendix A, may need to be considered as a means of designing out crime. For further guidance contact the Council's landscape and conservation section. Contact details for this section can be found in Appendix B.

Do's

- ✓ Low planting in private spaces that provide 'active fronts' as not to obscure views out of windows and reduce opportunities for natural surveillance.



- ✓ Durable boundary treatment to front of residential properties which enable opportunities for natural surveillance.



- ✓ Low planting demarcates space and enables windows to be 'active fronts'.



- ✓ Picket style railing provides good boundary treatment to front onto streets



- ✓ Good use of boundary treatment and surfacing to clearly demarcate between public and private space

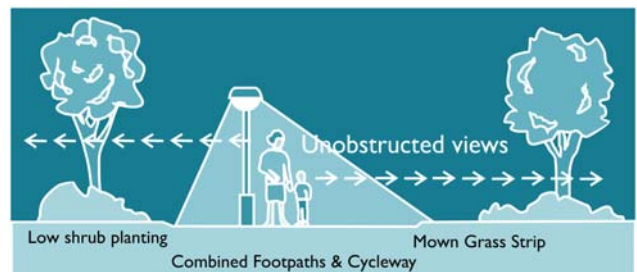
- ✓ Targeted use of planting thorny plants as part of boundary treatment to improve security and deter crime and anti-social behaviour (see Appendix A for examples of appropriate boundary treatments, including recommended plant species).
- ✓ Grading vegetation heights in vulnerable areas such as at the edges of woodlands and adjacent to foot paths.
- ✓ Use street furniture such as planters, seats, and bollards to provide a quality environment and in commercial developments can be an effective deterrent to certain crimes such as ram raiding.
- ✓ The needs of the blind, disabled, and partially sighted and the likelihood of attracting anti-social behaviour should be taken into account in the landscape design process.

Don'ts

- ✗ In the long-term, any landscaping should not prevent natural surveillance or reduce the effectiveness of lighting, CCTV cameras and clear sight lines.
- ✗ For good visibility, trees should have no foliage below 2 metres.
- ✗ In developments that will not have an integral long term maintenance regime, care must be taken to ensure that landscape schemes use low maintenance varieties of trees, shrubs and plants, that will not grow out of control.

5.5 Boundary Treatments

- 5.5.1 The choice of boundary treatment for a site is an area where proposals are often below the design standards expected by the Local Planning Authority, as stated in UDP policy BE22: Boundary walls and fences. The main issue seems to consistently centre on the security benefits of the treatment, their aesthetic appeal, and their costs. This SPD seeks to achieve security, good design and an attractive environment.
- 5.5.2 Increasingly people within Halton wish to alter the boundary treatment to their properties often this requires planning permission. The Council respects an individual's wish to secure their property,



- ✓ Graded vegetation heights in vulnerable locations to encourage pedestrian activity

but this should not be at the expense of wider quality of the local environment and community safety. Appendix A outlines the circumstances in which planning permission is required for new boundary

treatments and explores more fully, the range of treatments available, and their different benefits.

Do's

- ✓ Boundaries between public and private space should be clearly defined.
- ✓ Use a long term durable design rather than opt for short term financial savings.
- ✓ Boundaries to playing areas should be designed to prevent dog fouling and littering of playing surfaces through controlling access.
- ✓ Boundary treatment should incorporate appropriate landscaping as necessary to reduce any negative impact on a place of a forbidding visual deterrent.
- ✓ Make sure the front of properties is visible to passers by so that burglars can't work unseen.
- ✓ Where issues may arise in relation to vandalism, anti-graffiti coatings on boundary treatment may be necessary.
- ✓ Where security is important there should be no structures or physical features that compromise the purpose of the perimeter.
- ✓ Railings and open board fencing can assist with pedestrian inter-visibility to aid natural surveillance and also at access/egress points to improve highway safety.

Don'ts

- ✗ Rear boundary walls onto streets should be avoided, as they create dead frontage and an overpowering fortress quality.
- ✗ On existing open plan developments, an assortment of different types, heights and styles of walls and fencing can have an adverse effect on the integrity of the overall design.
- ✗ Choice of boundary treatment should not focus solely on creating a forbidding visual deterrent, within some developments this

can have a negative impact on reducing the perception of fear of crime and improving pedestrian confidence within an area.



Development should not turn its back on and isolate physical features such as watercourses and open space, by for example through poor choice of boundary treatment.

5.6 Early Collaboration

5.6.1 It is vital that the advice and guidance in this SPD is considered at the earliest design stage. Speak to the Cheshire Police Architectural Liaison Officer at the earliest opportunity. Similarly, fire safety issues such as emergency vehicle access should be explored at the early design stage in conjunction with the Council's Building Control Consultancy. Preferably, these should be done before making a formal detailed planning application, as this will assist with its speedy processing and also gives the Council, as the Local Planning Authority, the confidence that the scheme has taken into consideration community safety issues at the outset and these will not have to be "bolted on" at a later date, which could be to the detriment of the overall integrity of the design. Contact details for stated organisations and services can be found in Appendix A.

5.6.2 With all potential development proposals within Halton, the Council encourages dialogue at earliest opportunity, and will make every effort to provide constructive comments, where requested at the pre-application stage. Additionally, the Council encourages potential developers to engage the local community before making a planning application, to ensure



The Council's Building Control Consultancy are available for early consultation.

that their concerns (such as potential for crime and anti-social behaviour) are met and wider community safety benefits can be identified and incorporated into proposals. Where appropriate, and in accordance with UDP Policy BE2 the Council may request the submission of a design statement to help ascertain how the proposed development has responded to the design guidance contained in this and other documents.

- 5.6.3 The Council is committed to working with Cheshire Police and other partners, to reduce crime, the fear of crime and anti social behaviour within Halton. When considering these issues the police are best placed to provide advice, as they collate and analyse all relevant crime data, intelligence and most importantly residents concerns. Cheshire Police now operates with the central philosophy of neighborhood policing, its structure now reflects this with Community Action Teams (CAT's) based within neighborhoods. These CAT's hold regular meetings with the communities that they serve and aim to meet the priorities set by them. Additionally, they have created a key role for Police Community Support Officers (PCSO) who act as conduits for community concerns. As a Local Planning Authority, the Council has put into place the appropriate procedures to ensure that the capacity of Cheshire Police, through its knowledge and community links is respected and utilised within the planning process.

6 Residential Development

- 6.1 The design of housing layouts can make a significant contribution to the prevention of crime and alleviating the fear of crime as well as deterring anti-social behaviour. Most crime in residential areas is opportunistic including burglary, theft, vandalism, and car-related crime. The design of residential areas, whether high or low in density, should take account of the opportunity for incorporating natural surveillance in the layout.

- 6.2 Please refer to Appendix B, for details on how a development can achieve the Residential Secured by Design Award.

Do's

- ✓ Natural surveillance can be maximised by having people around. This means occupants of new residential development having different lifestyles - young families and retired people as well as those out at work all day. This can be achieved by providing a mix of dwelling sizes and types within a new development. This is a requirement of policy H2 of the adopted Halton UDP.
- ✓ The primary means of access for all dwellings should be from the street. Proposals for flats and apartments should be designed to give ground floor units separate doors. Entrances should be visible, accessible, and frequent along the building frontage.
- ✓ The Council will strongly encourage the integration of sprinklers and fire alarms in all new dwellings.
- ✓ Large new housing developments should be divided into recognisable 'neighbourhoods' to encourage residents to exercise control over their home and surrounding and be alert to strangers and

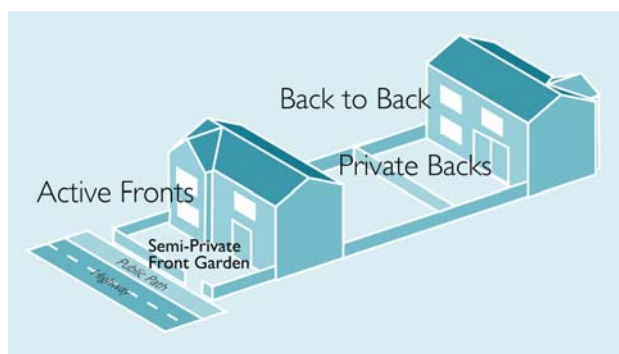


- ✓ Design features helps create sense of place and ownership

anti-social behaviour, although this should not be at the expense of overall permeability.

- ✓ Vehicular access to groups of dwellings should be across symbolic thresholds such as narrowed entrances, changes of surface material and the use of shared surfaces. The aim should be to create a private environment so that strangers can be readily identified and criminals made to feel vulnerable to detection.

- ✓ Communal parking areas should be provided in well-lit areas, which are open to natural surveillance. Parking bays should be in small groups and clearly relate to the dwellings they serve so that residents can become familiar with cars and their owners. Landscaping and boundary treatment needs to be carefully designed to ensure vehicles can be well overlooked.



- ✓ Interlocking rear gardens for mutual security.

- ✓ Rear gardens should interlock for mutual protection and be protected by a 1800mm fence (with lockable gate if necessary) that should be in keeping with

the character of the area. (Please see Appendix A for further guidance on boundary treatments).



- ✓ Secure storage for refuse incorporated into the design of the dwelling.

- ✓ Where appropriate traffic calming measures that follow the principles of homezones, to reduce vehicle speeds, should be incorporated into the design of residential places to increase opportunities pedestrian and play activity (please refer to the emerging Transport and Accessibility SPD).
- ✓ Properties which have tunnel back entrances to the rear of the property should have adequate security on the gate or have a communal "alleygate".
- ✓ To avoid wheelie bins from being used as a means of climbing into rear gardens, arrangements should be made for their storage within individual residential curtilages.

Don'ts

- ✗ Large communal parking areas are discouraged.
- ✗ Rear gardens that back on to roads, footpaths, cycle-ways, and open land should be avoided.
- ✗ Outbuildings, walls, fences, trees, street furniture, and decorative features should not be designed or sited to facilitate easy access to rear gardens and upper floor windows.



- ✗ Communal car park with no overlooking and little relationship to the dwellings that they serve.
- ✗ The street scene should not appear dominated by 'within curtilage' car parking.



Cheshire Police & Partners Working for Safer Communities

For more practical information about protecting your home, including details of internal security measures please visit the 'Safer Homes' section of Cheshire Police web site - www.cheshire.police.uk. alternatively contact the crime reduction officer via the contact details in Appendix B.

7 Industrial and Commercial Areas

7.1 The risk of burglary and vandalism to industrial buildings can be high, particularly at night when buildings and compounds are unattended. Empty roads, car parking and service areas also create extensive hard surfaces, which can attract people during the evening leading to vandalism and anti-social behaviour.

7.2 Within Halton, employment land is a mix of traditional areas located close to residential areas and town centres, and modern edge of town business park developments. It is important that development within these areas do not focus excessively on security at the expense of elementary design principles.

7.3 Please refer to Appendix B, for details on how a development can achieve the Commercial Secured by Design Award.

Do's

- ✓ Secure external compounds for the storage of goods, materials and rubbish should be provided.
- ✓ Use of a physical or symbolic entrance threshold's such as entrance pillars and changes in road surfaces to help create an impression of a semi-private area.
- ✓ The number of vehicular access points should be minimised and surveillance from passing traffic encouraged especially at night, whilst seeking an appropriate balance with highway safety.
- ✓ Car parking and service yards should be overlooked from the buildings they serve.
- ✓ Parking areas should be well lit with a safe and direct access for drivers from their vehicles to buildings.



Comprehensive coverage by security lighting and CCTV is encouraged on vulnerable areas within the development, such as access points, car parking and service yards.



More specialist (and often more intimidating) security boundary treatment will only be acceptable where it is commensurate to an identified crime risk.



Feature window within this office development provides natural surveillance over car parking.

Don'ts



The storage of flammable materials should not affect means of escape or hinder access for emergency vehicles; it should be kept away from walls and buildings.



Unprotected and secluded areas between and behind buildings should be avoided.



The number of footpaths to and through industrial estates and business parks should be minimised to concentrate use to vehicular access point and reduce the number of potential escape routes. Where there are existing footpaths these should be reinforced through the design process and new infrastructure added.

8 Town and Local Centres

8.1 It is the Council's aim to increase the vitality and viability of the town and local shopping centres within the borough. An attractive and safe environment throughout the day and into the evening is considered essential to achieve this as such places attract people. The key to reducing crime, fear of crime, and antisocial behaviour within town centres is to achieve greater pedestrian activity. This can be achieved by providing a range of complimentary activities and designing the environment to minimise conflict. People and activity provide a natural presence and deterrent and make a place safer and more vibrant.

8.3 In the interests of creating a safe and attractive environment within town and local centres for the mutual benefit of businesses, shoppers, and visitors, new development within or on the edge of town and local centres may be required to contribute towards this purpose. Further details on requirements are outlined in the section on planning obligations and conditions, within this document.

Do's

- ✓ In certain circumstances a window display will be required in development at ground floor level in town centres.
- ✓ Use of internal open grille shutters to shop windows to allow the opportunity for window shopping*.
- ✓ Close circuit television systems (CCTV) should be unobtrusive in the street scene and should not be detrimental to the integrity of a building.
- ✓ Opportunities for 'living over the shop' to increase residential populations should be maximised but not at the expense of the primary function of town centres.



Storage of rubbish both in terms of appearance and safety (such as preventing arson) needs to be considered at the early design stage. Provision needs to be designed into the built form of development.



Service yards should be secure, well lit and designed to avoid them from becoming hiding places and providing easy access to upper windows. Where service yards are open to the general public, they should be well lit and have 'active frontages' to increase natural surveillance.

Don'ts



External shutters such as solid roller blinds will only be permitted in exceptional circumstances, as they create a dead and hostile frontage and can attract vandalism and graffiti*.



Windows above or adjacent to storage areas should be avoided and wherever possible access to the rear of a shop when it is closed should be prevented, subject to overriding safety considerations.



Pedestrian activity make a place safer and more vibrant.

*Further guidance on the design and use of shop window shutters is contained in the emerging Shop Fronts, Signage and Advertising SPD

9 The Evening Economy

- 9.1 An aspect of increasing the vitality and viability of Widnes and Runcorn town centres is developing the role and range of leisure and entertainment activities available during the day and into the evening. This was identified in the town centre strategies produced for these centres. These strategies are adopted as supplementary policy. The UDP identifies a number of sites suitable for the purposes of leisure and entertainment activities.
- 9.2 Experience from the development of leisure and entertainment activities within other town's and cities is that without appropriate management, the benefits of attracting people into town centres can be outweighed by an increase in crime and anti-social behaviour. Such problems are often linked to the increase and concentration of premises for the consumption of alcohol. Therefore an evening economy that works well includes a range of uses (such as cinemas, theatres and late opening shops), not just pubs and bars.
- 9.3 The introduction of the Licensing Act 2003 has transferred the responsibility for licensing of establishments for the sale of alcohol for consumption on and off premises from magistrate court's to local authorities. To exercise its duty under this act, the Council has produced a statement setting out the general principles of its licensing policy. This will contribute to a more holistic approach by the Council to the management of the evening economy, coordinating licensing policy with (for instance) transport and planning policy, the Council's town centre strategies and through its duties via the management of Health and Safety at Work Regulations 1999.

9.4 Certain elements in the design of licensed premises can promote or dissuade criminal behaviour at or near to premises and also assist the ability of a licensee to exercise control over their premises. It is expected that because of the greater risk to community safety, planning proposals for licensed premises, must take into account the specific Secured by Design guidance. This guidance supports the Government's aims set out in the Alcohol Harm Reduction Strategy and the ODPM strategy in respects of Urban Renaissance. Appendix B contains details of where Secured by Design guidance can be obtained.

- 9.5 When determining planning applications for evening economy activities, the Council will consult with other agencies such as the Cheshire Police and Safer Halton Partnership. These organisations are best placed to provide comments in relation to risk of community safety incidences occurring. Where appropriate the Regulatory Committee (which has responsibility for exercising the Council's function as a licensing authority) will provide information to the Development Control Committee (which has responsibility for exercising the Council's function as a Local Planning Authority) to assist the committee in the exerting of their function. The Council may use planning conditions and section 106 obligations to ensure that the evening economy is developed in the interest of all businesses and users, with a focus on community safety.



✓ Robust and attractive street furniture.



Do's

- ✓ Internal lighting within shops at ground floor level, to encourage window shopping in the evening and create a safe and attractive environment.
- ✓ External illumination of feature buildings within town centres to create a sense of place within the evening.
- ✓ Where an outside dining or drinking area is proposed, they should make a clear distinction between the private and public space and have satisfied the Council (as Highway Authority) of the appropriateness and legality of any proposal.
- ✓ Where external seating is proposed, they should either be constructed of robust materials and be a permanent fixture (except on adopted highway), be enclosed so as not easily accessible when not in use or be stored internally each evening.

10 Educational Establishments



Install an intruder alarm system that abides with the Association of Chief Police Officers (ACPO) security systems policy,

10.1 Historically, educational buildings have been prone to acts of vandalism, arson and burglary. In more recent years, incidences of intruders entering school premises and grounds during the academic day have highlighted the importance of creating a safe and secure educational environment.

10.2 There is a wealth of specific guidance, advice and building regulations relating to new educational buildings. Building regulations are stringent in terms of fire detection and alarm systems, intruder alarms and emergency lighting for buildings. It is also expected that building regulations will be updated in the near future to require that sprinkler systems are installed within all new educational buildings. Secured by design has a detailed section relating to schools (see Appendix B for further information details) which would be difficult to encapsulate within this document.

Do's



In the interests of community safety sprinkler systems will be expected to be fitted in all new permanent educational buildings (in advance of any amendments to building regulations).



Awareness of issues relating to the security and supervision of pupils such as installation of CCTV and controlled entry systems.



Safety or laminated glass installed in windows susceptible to vandalism or forced entry.



Boundary treatment and layout designed to restrict entry to buildings and grounds to selected points.



The design of educational establishments is now recognised as an integral part of creating a good learning environment.



The reception area should be located and designed so that it overlooks the front of the school and visitors are clearly directed to the reception. The reception area should then include access control measures to ensure that all visitors are registered, issued with visitor passes and escorted around the school.



Schools that are used for community purposes outside of normal school hours should consult with their local Crime Reduction Advisor in respect of controlling access, computer and asset security and CCTV effectiveness.

Don'ts



Low or flat roofs must be avoided.



Poorly located Physical structures and features that could provide access to roofs or vulnerable windows e.g. sheltered cycle racks and trellis.

11 Planning Conditions & Section 106 Requirements

11.1 The Council expects that in all new development the issues that have been raised in this SPD, and the responses recommended are taken into consideration at the earliest design stage. Where appropriate and in accordance with UDP policy S25 and relevant government circulars and advice, the Council may attach a condition to a planning application (detailed and outline) or seek the entering into a section 106 agreement, to require a development to take into account all or any aspect of this SPD.

11.2 Where appropriate the council may attach a condition on outline applications requiring that new development achieves Secured By Design status and meets the objectives of Safer Places. This condition is to ensure that the issue of reducing crime, the fear of crime and anti-social behaviour are adequately taken into account. In assessing if a proposed development satisfactorily meets this condition, the Council will consult the Police Architectural Liaison Officer.

11.3 As stated within section 8, effective overall management of town centres is vital for the benefit of all users and businesses within that centre. Within the town centres, it may therefore be appropriate to attach a planning condition or seek a S106 obligation to contribute to creating an attractive and safe environment. Such requirements could include:

- Enhancing the effectiveness and coverage of CCTV in the vicinity of the proposed development and in

other areas that are likely to be affected by users of the proposed development.

- Provide or contribute to the provision of safe and secure vehicular parking.
- Improvements to public realm, street furniture (including public art) and lighting.

11.4 This list is not exhaustive, and such requirements may also be appropriate for other development where creating a safe and attractive environment is a priority. This could for instance be where leisure and evening economy activities are proposed away from town centres.



Enhanced CCTV coverage is increasingly recognised as a deterrent for crime and anti social behaviour.

Appendices

Appendix A: Boundary Treatments

A1.1 When is Planning Permission Needed?

A1.1.1 Part 2 of the Town and Country Planning (General Permitted Development Order) 1995, allows for the erection, construction and maintenance of fences, walls and other means of enclosure, without the need for specific planning permission, subject to the satisfaction of certain conditions. These conditions limit what can be done to: -

- a** Gates, fences, walls etc to a maximum of 1 metre high, where they are erected/constructed adjacent to a highway, used by vehicular traffic.
- b** Gates, fences, walls etc to a maximum of 2 metres elsewhere.
- c** Where a replacement wall/fence would increase its former height or limits set in (a) or (b).
- d** The boundary treatment which surrounds a listed building.

A1.2 What and Where?

A1.2.1 There are many types of fencing available, all of which have been designed to give some level of security or to perform a specific function. Not all fence types are acceptable in all locations. Clearly, certain types of fencing have characteristics which are more suited to an industrial environment, whereas, other would not look out of place in any location.

A1.2.2 As a general rule the Council will seek to restrict fencing with industrial characteristics to employment areas and secure more aesthetically pleasing treatment to more sensitive locations.

A1.2.3 The design of boundary treatment should



Ornate railing within a conservation area provide security, opportunity for surveillance and are sympathetic to their surroundings.

reflect its purpose and intent. Whilst certain fences for instance, have the ability to deter potential intruders in the first place, they may actually prevent surveillance and as such be counter productive. Some structures are clearly more vandal proof than others and therefore again the right choice in the right location is important.

A1.3 Options for Boundary Treatment

A1.3.1 There are a variety of boundary treatment materials. The Council recommends particular types to suit different development situations. The main types of boundary treatment are:

Paladin

This term covers both welded wire and 'chainlink' mesh fencing. Welded wire mesh can be supplied either as mesh panels or mesh rolls.

Specification:

- Chainlink mesh fencing is manufactured from interwoven mild steel wire.
- The strength of the wire is determined by its diameter. The diameter of the wire ranges from about 1.7mm to 3.5mm and is referred to as the "wire gauge".
- The wire can also be supplied in galvanised finish or galvanised polyester-coated.
- Height can be supplied to suit particular situations.

Benefits:

- Mesh panels are more suitable than mesh rolls where ground conditions are undulating.
- Panels can be supplied in variety of colours through the use of polyester plastic coating.
- Wire mesh allows for excellent 'through' visibility, with minimal maintenance.
- Mesh rolls allow for later upgrading by adding a second roll at a later date.

Problems:

- Welded intersection can be seen as 'weak spots' within the boundary treatment although still offers good security as many strands have to be cut before the fence is breached.

Recommended Uses:

It has a wide variety of uses in industrial, commercial, and within recreational developments as 'ball stop' fencing. Coated mesh panels are recommended where discreet visual impact on the environment is essential.

Palisade

Manufactured from strips of corrugated steel, set vertically, and fixed to horizontal cross rails of steel angle, to form panels. The vertical strips of corrugated steel are referred to as "pales".

Specification:

- The panels are generally 2.75m wide, and standard heights are 6ft (1.8m), and 8ft (2.4m), although most manufactures can produced any specification on request.
- Pales are generally 70mm wide before corrugation. They can be 2.5mm or 3mm or 3.5mm thick, and in one of two section types, "W" or "D" sections.
- Pales can be fixed to rails using saddle head bolts and nuts, anti-vandal 'snap-off' cone nuts or rivets.
- Generally available galvanised or polyester powder coated.
- Palisade is generally specified using the relevant British Standard Specification. (B.S. 1722, part 12).

Benefits:

- Forbidding appearance provides a high deterrent value.
- Palisade can follow ground contours and accommodate most gradients.
- Generally considered to be suitable as a high security fence subject to precise specifications details.
- Palisade provides a rigid and robust barrier.

Problems:

- A problem with palisade fencing over as opposed to designs like weld mesh is that rivets are used to fasten vertical pales to horizontal bars. If the rivets are tampered with the pales can be swung for access - this is difficult to detect.
- The robust nature of the fence, can also make them visually unattractive, and from certain angles look like a solid structure. Although colouring and planting can reduce and improve the visual impact of the fence.

Recommended Uses:

Palisade fencing is only suitable in primarily industrial areas, it is not suitable within residential

or mix use areas, or in location where it may be used a pedestrian 'through route'. Palisade fencing will not be allowed where visual appearance is a significant design factor. Palisade may also be suitable in any development where security is a primary concern and a visually forbidding deterrent is appropriate and outweighs other design considerations.



Traditional railings offer durable and secure design and opportunities for natural surveillance.

Railings

Railings are designed with two major criteria at the fore, aesthetic appeal and durability.

Specification:

- Can be constructed from wrought Iron or more commonly from mild steel (galvanised, powder coated finished or both).
- Height varies by product type, normally between 600mm and 2200mm.
- Verticals can be square or round bar of 12mm through to 22mm diameter.
- Finials, barbed or bent over pales can be used as an additional security feature.

Benefits:

- Strong, durable and long lasting.
- Has a more pleasing appearance than Palisade fencing.
- Wide range of attractive and decorative styles and can be easily painted and gilded to match surrounding environment.

- Can incorporate artwork and become an attractive feature within a development.

Problems:

Wrought iron can be costly but mild steel imitation is more affordable, both wrought iron and mild steel can be prone to rust if untreated.

Recommended Uses:

Where visual appearance is as important as security, particularly where image and character is important, such as within Conservation Areas. Suitable for use around parks playgrounds, public and commercial properties and prestige development.



Combining brick and railing provides an attractive and secure boundary which provides opportunities for natural surveillance.

Brick Walls

General laid in stretcher bond, walls constructed of brick offer a boundary treatment that can be integrated with the building to form a secure and aesthetically pleasing boundary.

Specification:

- Variety of textures, colourings and sizes.
- Can be combined with fencing or railings to create a visual pleasing and less imposing boundary. Brick walls combined



Brick wall combined with wooden fencing provides durable boundary treatment but reduces natural surveillance.

with railings also have the added benefit of increasing opportunities for surveillance.

- Cost can be reduced through use of breezeblock, which could be then be rendered to improve their aesthetic appeal, although render will require maintenance.
- Barded or razor wire on top of the wall can be used to increase security, but this must be taken into account when measuring the height of the height of the of the wall.

Benefits:

- Durable, with minimal maintenance requirements.
- Creative use of brick bonding, with or without contrasting or complementary brick colours, can have a striking effect on the appearance of a wall.
- Difficult to breakthrough but can be scaled over easily.

Problems:

- Can be costly but this is outweighed by the materials durability and low maintenance.
- Visually, the use of razor wire or barded on the top of walls can contribute to increasing fear of crime.

Recommended Uses:

Residential developments, within commercial development at key points such as at 'gateway' entrances and on key active frontage, and where it is important for boundary treatment materials to match those of surrounding buildings, such as within Conservation Areas.

Wooden Fencing

There are a number of wooden fencing designs such as timber palisade, and post and rails; the most common styles are closeboard and lap panels.



Picket style wood fencing ideal for demarcating space.

Specification:

- Closeboard and lap panels are normally produced from treated softwood.
- The components used to make the fence may be varied meaning that the strength, appearance and cost of the fence can be matched to suit particular needs.
- Wooden fencing panels tend to be erected with wooden posts although other types can be used if required. Wooden posts can be sunk into the ground or can be mounted in metal spikes/inserts.
- Climbing plants can be trained up and along wooden fencing to improve their attractiveness.
- Trellis tops and decorative posts and capping can be used to improve the appearance of the boundary.
- 'Continental' panels have become

particularly popular over the last couple of years. They offer an architectural appearance to a fence at a very competitive cost.

- Wood should be produced from a responsibly managed source. Look for the Forestry Stewardship Council logo to ensure this.

Benefits:

- Closeboard fencing is an enormously popular, robust and long lasting fence. Its rigidity and lateral strength can be enhanced with the use of counter rails and capping within the construction. It is an ideal fence to erect above low brick walls.
- Lap panels are a very popular type of screen fence most commonly used in rear gardens.

Problems:

- Long term maintenance requirements and costs.
- Vulnerable to vandalism.

Recommended Uses:

Primarily suitable for use around residential properties, although may be suitable in other circumstances such as a boundary to woodland or as a small 'picket' style palisade fencing to demarcate public and private space.



Berberis gagnepainii

Planting

Suitable Low-growing shrubs, which will keep to a manageable size (those marked (*)) also have spines or thorns to deter intruders):

- Berberis gagnepainii (*)
- Ceanothus thyrsiflorus repens
- Cornus stolonifera kelseyi (dwarf dogwood)
- Euonymus fortunei (several varieties)
- Genista hispanica (spanish gorse) (*)
- Hebe pinguifolia pagei
- Juniperus 'Mint Julep' (conifer)
- Juniperus squamata 'Blue Carpet' (conifer)
- Lavandula 'Hidcote' (lavender)
- Lonicera nitida 'Maygreen'
- Pinus mugo pumilo (dwarf pine)
- Rosa spp (several varieties of rose) (*)



Genista hispanica



Lonicera nitida



Juniperus squamata



Pyracantha

Suggested larger thorny species to create an impenetrable thicket or hedge:

- *Berberis julianae*
- *Berberis x stenophylla*
- *Ilex aquifolium* (holly)
- *Pyracantha* (several varieties)
- *Rosa* spp (several varieties of rose)
- *Rubus cockburnianus*

Note: Deep rooted shrubs and trees should not be planted near to underground/overhead utility infrastructure services

Appendix B: Contacts and Useful Information

BI.1 General information

BI.1.1 Further information on the Secured By Design initiative, including details and application forms relating to the standards required for a development to receive Secured By Design accreditation, such as for commercial, residential developments may be found at www.securedbydesign.com. This site also contains specific details in relation to guidance for educational establishments and licensed premises amongst others.

BI.1.2 To access a downloadable copy of 'Safer Places', documents relating to urban renewal, urban design and creating sustainable communities, and general planning information visit The Office of the Deputy Prime Minister website at www.odpm.gov.uk. Alternatively a summary of 'Safer Places' can be obtained for free by contacting ODPM publication on 0870 1226 236, the full report is also available price £19.95 plus postage & packaging from Thomas Telford Publishing on 01892 832299, quoting ISBN 0- 7277- 3261-7.

BI.1.3 For general crime reduction advice and tips, such as the 'Be safe Be Secure' leaflet on household and property security visit www.homeoffice.gov.uk/crime

You can find out about the planning system and how it works at www.planningportal.gov.uk or www.onlineplanningoffices.co.uk

BI.2 Local information

BI.2.1 The Police Architectural Liaison Officer for Cheshire Constabulary is Mark Antrobus who can be contacted by email: mark.antrobus@cheshire.pnn.police.uk or Tel: 01244 614567

BI.2.3 For practical domestic, commercial and industrial crime reduction advice contact Phil Buckley, Crime Reduction Officer, Cheshire Constabulary on Tel: 01244 613971 Email: phil.buckley@cheshire.pnn.police.uk

BI.2.4 To help find a solution to a nuisance or anti social behavior problem (such as graffiti, minor damage or trespass, youth nuisance and abandoned motor vehicles) contact Halton Community Watch (part of the Safer Halton Partnership), 6 to 8 Church Street Runcorn WA7 1LT, Tel: 01928 578065

BI.2.5 For advice relating to submitting a planning application and for pre-application discussion contact Development Control, Environment Directorate, Halton B.C. Halton Lea, Runcorn, Cheshire, WA7 2GW Tel: 0151 424 2061 Email: dev.control@halton.gov.uk

BI.2.6 For early collaboration in relation to fire safety and access matters, contact the Council's Building Control Consultancy, Environment Directorate, Halton B.C. Halton Lea, Runcorn, Cheshire, WA7 2GW Tel: 0151 424 2061 Email: building.control@halton.gov.uk

BI.2.7 For guidance in relation to street lighting matters, contact the Council's lighting team, Highways Division, Environment Directorate, Halton B.C. Halton Lea, Runcorn, Cheshire, WA7 2GW Tel: 0151 424 2061 Email: street.lighting@halton.gov.uk

BI.2.8 For early consultation in relation to transport matters, contact the Council's transport planning and policy team, Transportation Division, Environment Directorate, Halton B.C. Halton Lea, Runcorn, Cheshire, WA7 2GW Tel: 0151 424 2061.

BI.2.9 For guidance in relation to Landscape and Planting matters, contact the Council's Landscape Services Department on 01928 583900 or in writing to; Halton Borough Council Landscape Services Department Picow Farm Depot Picow Farm Road Runcorn WA7 4UB