



**HOUSE EXTENSION &
TRANSPORT & ACCESSIBILITY
SUPPLEMENTARY PLANNING DOCUMENT**

**CONSULTATION
STATEMENT**



Introduction

- 1.1 Halton Borough Council (HBC) adopted its Delivery and Allocations Local Plan (DALP) in 2022 and this is a 15 year plan (2022-2037). The plan sets out Halton's strategic vision for the future which encompasses all the necessary strategic policies to support the borough and its growth ambitions. Along with the DALP (2022) the council is required to produce a number of new Supplementary Planning Documents. Once adopted, these SPDs will be a material consideration in the determination of planning applications in the Borough. The following SPDs have been drafted and out to consultation:
 - House Extension
 - Transport and Accessibility
- 1.2 Once adopted, this House Extension SPD will replace the existing House Extensions SPD, which was adopted in 2006. The Transport and Accessibility and Social Value in Planning SPDs will be the first adopted iteration of these two SPDs.

Consultation Process

- 2.1 Due to a HRA and SA/SEA having been undertaken for the Halton Delivery and Allocations Local Plan (DALP) up to 2037 (2022) that included the identified likely effects of policy at that stage, it was concluded that none of the proposed draft SPDs would have significant environmental effects beyond those considered by the Local Plan HRA and SEA; therefore, they did not trigger the need for either a HRA or SEA.
- 2.2 In accordance with Regulation 12 of The Town and Country (Local Planning) (England) Regulations 2012, and the Council's adopted Statement of Community Involvement, the Council carried out a 4-week scoping consultation on the draft SPDs that ran from Wednesday 25th June to Friday 25th July 2025. Following this, the Council carried out 3-week consultation on the full draft SPDs that ran from 13th of November until the 11th of December 2025.
- 2.3 The Council notified all statutory consultees by email, letter and public notice (including Parish Councils, Ward Councillors, neighbouring authorities and members of the public, agents, developers and organisations contained on the Planning Policy Consultation Database) about the consultation. The list of all statutory consultees are listed below.
- 2.4 The consultation was available to view online at [Supplementary Planning Documents](#). The Communications Team posted articles on the Council's various social media outlets and in the local press. Comments were invited via online form, email or by post. Copies of all related documents were deposited in all libraries and Halton Direct Link's within the borough, for the public to view.

- 2.5 Prior to the public consultation, the Planning Policy Team liaised with various internal Council departments, including Development Control, Open Space, Highways and Legal Services, and Environmental Health.

Representation Summary

- 3.1 Overall, a total of 8 stakeholders responded to the two draft SPDs in the November Consultation. This includes representations from the following:
- Knowsley Council
 - Natural England
 - The Coal Authority
 - National Highways
 - Environment Agency
 - Historic England
 - St Helens Planning Borough Council
 - Network Rail
- 3.1 The Transport and Accessibility SPD received 4 responses which submitted no specific comments. These were from Natural England, The Coal Authority, Historic England and St Helens Borough Council.
- 3.2 The Council did receive comments from Knowsley Council, National Highways, the Environment Agency, and Network Rail which did require a response. More information can be found in this report.
- 3.3 The House Extension SPD also received 4 responses which submitted no specific comments. These were from Natural England, Historic England, St Helens Borough Council and National Highways.
- 3.4 The Council did receive comments from the Environment Agency which did require a response. More information can be found in this report.
- 3.5 The Council has responded to the concerns raised during the consultation on these two SPDs. A table is provided within each section, which summarises the responses that were received during the consultation period and include the Council's response to each of the comments.

House Extension Draft SPD Consultation Summary

The House Extension SPD is an update to the 2006 version. Its purpose is to complement the Delivery and Allocations Local Plan (DALP) 2022 and provide additional guidance for anyone intending to extend or alter their house or erect a garage or other outbuilding. The SPD provides assistance to applicants, developers, and the wider community, on the quality and standards expected of house extensions.

This supports the ethos of the Council's corporate plan, with specific focus on providing suitable accommodation to meet the needs of residents throughout the various stages of their lives¹. This supports the Local Plan's policies and supplementing evidence documents which aim to ensure housing/accommodation meets the needs of its residents.

Overall, 5 responses been received on the Draft House Extension SPD, all of which were from statutory stakeholders. The following tables summarise the responses received during the consultation period and include the Council's response. The below tables identify any changes or mitigation proposed for the SPD as a result of comments received and / or for further clarity or additional legislation updates.

¹ [corporateplan.pdf](#)

House Extension Scoping Report – Consultation Responses

RESPONDENT (NAME/ORGANISATION)	SUMMARY OF COMMENT	RESPONSE
Environment Agency	We note the inclusion of guidance on permeable surfacing for front gardens and references to flood resilience resources, which reflect our previous advice. To further strengthen this section: Flood Risk Standing Advice (FRSA): The SPD should clearly state that extensions within Flood Zones 2 and 3 require a site-specific Flood Risk Assessment (FRA) in line with national policy and FRSA. This ensures compliance with NPPF Chapter 14 (Meeting the challenge of climate change, flooding and coastal change). Property Flood Resilience (PFR): We recommend explicit encouragement for PFR measures in extensions located in flood risk areas, referencing: • Government guidance on flood resilient construction • CIRIA Code of Practice for Property Flood Resilience • BS 85500 – Flood resistant and resilient construction SuDS for Hardstanding Areas: While permeable surfacing for front gardens is noted, the SPD should extend this principle to other paved areas such as patios and driveways, promoting rain gardens and water butts as part of sustainable design.	<i>The need for Flood Risk Assessments have been recognised, and is now reflected in the SPD.</i> <i>Flood proofing measures and their referenced guidance have been included within the final SPD.</i> <i>Whilst SUDS are not mentioned specifically to remain user friendly, the examples are emphasised to be used in all hardstanding areas, rather than just patios and driveways.</i>
Historic England	Thank you for consulting Historic England about the above. Historic England have no comments to make.	<i>No response required</i>
Natural England	Whilst we welcome this opportunity to give our views, the topic of the Supplementary Planning Document does not appear to relate to our interests to any significant extent. We therefore do not wish to comment	<i>No response required</i>
The Coal Authority	Our records do not indicate the presence of any coal mining features at surface or shallow depth within the Halton area. On this basis the Planning team at the Coal Authority have no specific comments to make on these consultation documents	<i>No response required</i>

St Helens Borough Council	St Helens Borough Council have no comments to make at this time. However, we do wish to be notified of the adoption of the SPDs if you could please keep these details on record.	<i>No response required</i>
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Conclusions following House Extension Consultation

Further emphasis and specification of Flood Risk Assessments (FRA) have been included, ensuring the extensions proposed in flood risk zones 2 and 3 are not exposed to risks of flooding.

Source control measures are now encouraged on all hardstanding areas, encouraging property flood resilience.

Appendix A: Table of Changes for the House Extension SPD

Original Chapter and Page no.	Current Paragraph wording	New Chapter and Page no.	Change (deleted text in strikethrough ; new text underlined and bold; changes to diagrams, tables etc. described in <i>italic</i> text).
6.22	6.22. The Environment Agency recommends that in areas at risk of flooding, other considerations be given to the incorporation into the design and construction of the development of flood proofing measures. Recommended resources include: Government Guidance on flood resilient construction CIRIA Code of Practice for property flood resilience British Standard 85500 – Flood resistant and resilient construction	6.22	6.22. The Environment Agency recommends that in areas at risk of flooding other considerations be given to the incorporation into the design and construction of the development of flood proofing measures. <u>Flood risk standing advice (FRSA) states that extensions within flood zones 2 and 3 require a site-specific Flood Risk Assessment.</u> Flood proofing recommended resources include: Government Guidance on flood resilient construction CIRIA Code of Practice for property flood resilience British Standard 85500 – Flood resistant and resilient construction
6.26	6.26. Opportunities to integrate water efficiency and source control measures include: • Green roofs • Water butts • Rain gardens	6.26	6.26. Opportunities to integrate water efficiency and source control measures <u>on all hard standing areas are encouraged. These measures also encourage property flood resilience,</u> including: • Green roofs • Water butts • Rain gardens

Transport and Accessibility Scoping Report

Consultation Summary

The Council proposed at paragraph 7.104 of the Delivery and Allocations Local Plan to produce a Transport and Accessibility SPD to provide further guidance on accessibility policies, outline the requirements for Transport Assessments and Travel Plans and set car and cycle parking standards for various types of development. The SPD will also complement the other policies in the DALP.

This supports the ethos of the Council's corporate plan, with specific focus on Priority Five: Working towards a greener future, which aims to help people make better use of public transport². This complements the policies within the Local Plan and supplementing evidence documents which aim to ensure transport within the borough meets the needs of its residents.

Overall, a total of 7 responses have been received on this draft SPD, all of which were from statutory stakeholders. The following tables summarise the responses received during the consultation period and include the Council's response.

² [corporateplan.pdf](#)

RESPONDENT	COMMENT	RESPONSE
Knowsley Council	Thank you for giving us the opportunity to provide comments on the two draft SPDs in your email (dated 13/11/2025). We comment as follows on the Transport and Accessibility Draft SPD: Knowsley not mentioned in the SPD Page 13 "Halton is a Unitary Authority in the Northwest of England, located to the east of Liverpool City with the Borough of St Helens to the north, Warrington to the east and rural north Cheshire lying to the south". This text should also refer to Knowsley. Page 54 "Our transport systems connect those places and play a vital part in the overall quality of life, influencing our ability to access services and opportunities, both within Halton and on a cross-boundary basis as well". LCWIPs Page 17 regarding the LCRCA LCWIP highlights cross boundary Knowsley projects, which is why Knowsley must be mentioned above: "At the time of writing this SPD the schemes located within Halton Borough are": Phase One - Prescott – Runcorn 7.4km new and upgraded off road cycleway. Phase One - Runcorn Links new and upgraded cycleway. Phase Two -Runcorn – Daresbury Phase 3 - St Helens to Widnes (including links with Lea Green) This will also connect to Prescott as shown in the LCR LCWIP • Phase 3 - Runcorn Busway Page 57 Infrastructure Funding Statements not cited: This is how developer contributions – and therefore transport mitigation projects are monitored. Secured, allocated, received spent/transferred contributions need to be mentioned here in the SPD. Monitoring the SPD in the LPMR will only regard permissions and potentially secured agreements – and not the mitigation which may apply to Knowsley.	<i>Halton acknowledges the comments made by Knowsley and have made the following amendments:</i> <i>Page 13 "Halton is a Unitary Authority in the Northwest of England, located to the east of Liverpool with the Borough of St Helens to the north, Knowsley to the West, Warrington to the east and rural north Cheshire lying to the south."</i> <i>Page 57 - Infrastructure Funding Statements</i> <i>The Council produces an Annual Infrastructure Funding Statement, which provides a summary of developer contributions made and pending during the most recent financial year. In this case between 1st April 2024 and 31st March 2025. There is also a spreadsheet with a more detailed breakdown of developer contributions. This information can be found at s106 registers - All Documents.</i> <i>Page 57- Planning Obligations</i> <i>As previously mentioned in Chapter 6: Minimum Accessibility Standard Assessment (MASA) where deficiencies are identified, developer</i>

	NPPF 111d regards LCWIPs which could be mentioned, and justify citing the adopted Knowsley LCWIP: “policies, and therefore guidance to explain such policies, should draw on LCWIPs”. Busses Page 60-61 could refer to LCRCA Bus Service Improvement Plans – and cross boundary bus routes from Halton to Liverpool which run through Knowsley. Section 11 Planning Conditions and Informatives This refers to the NPPF and contributions but a section on conditions isn’t strong enough. Development in Halton that would impact Knowsley highways would require mitigation. A planning condition wouldn’t be suitable. This section could contain additional wording at the end, for example stating: “planning obligations could be used where it is not possible to address operational impacts through a planning condition, which would otherwise have a bearing on neighbouring authorities”. This regards NPPF paragraph 115, part d, whereby “(d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach”.	<i>contributions will be required to improve the accessibility of the location. This can be sought through Planning Obligations.</i> <i>The NPPF, paragraph 56, states that “Local Planning Authorities should consider whether otherwise unacceptable development could be made acceptable through the use of conditions or planning obligations. Planning obligations should only be used where it is not possible to address unacceptable impacts through a planning condition”. NPPF paragraph 115, (d) also states that “any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach”.</i> <i>Planning obligations could be used where it is not possible to address operational impacts through a planning condition, to mitigate any significant impacts from development, or impacts which have a bearing on neighbouring authorities.</i>
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Natural England	Whilst we welcome this opportunity to give our views, the topic of the Supplementary Planning Document does not appear to relate to our interests to any significant extent. We therefore do not wish to comment.	No response required.
The Coal Authority	Thank you for your notification of the 13th November 2025 seeking the views of the Coal Authority on the above. The Coal Authority is a non-departmental public body sponsored by the Department for Energy Security and Net Zero. As a statutory consultee, the Coal Authority has a duty to respond to planning applications and development plans in order to protect the public and the environment in mining areas. Our records do not indicate the presence of any coal mining features at surface or shallow depth within the Halton area. On this basis the Planning team at the Coal Authority have no specific comments to make on these consultation documents.	No response required.
National Highways	National Highways welcomes the preparation of this SPD and notes the reference to our role as a statutory consultee in relation to development proposals that may impact the Strategic Road Network (SRN). We support the emphasis on sustainable transport, accessibility, and early engagement, which aligns with national policy objectives. Where development proposals have the potential to affect the SRN, we encourage the Council and applicants to adopt a vision-led planning approach, as set out in our published guidance: DfT Circular 02/2013: The Strategic Road Network and the Delivery of Sustainable Development National Highways' Planning for the Future: A Guide to Working with Us on Planning Matters This approach ensures transport impacts are considered from the outset, supporting sustainable growth and mitigating any adverse effects on the SRN. We recommend that the SPD signposts developers to engage with National Highways early in the process and to review these documents when preparing Transport Assessments and Travel Plans. We can be contacted at our PlanningNW@nationalhighways.co.uk address for pre-application discussions. We also note the SPD's requirements for Travel Plans and Transport Assessments, which are important tools for identifying and mitigating cumulative impacts, and we would expect them to consider strategic connectivity and any implications for junction capacity or safety on the SRN.	<i>Halton acknowledges the comments made by National Highways and have made the following amendments:</i> <i>Page 25 - 26: In relation to development proposals that may impact on the Strategic Road Network (SRN), the Council encourages developers to consider the NPPF Principle 9 Promoting Sustainable Transport, specifically paragraph 109, which states that "Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places".</i> <i>The Council encourages developers to engage with National Highways</i>

		<i>early in the process when preparing Transport Assessments and Travel Plans. National Highways can be contacted using the email PlanningNW@nationalhighways.co.uk For the latest National Highways guidance please see the following documents:</i> • <i>DfT Circular 02/2013: The Strategic Road Network and the Delivery of Sustainable Development</i> • <i>National Highways' Planning for the Future: A Guide to Working with Us on Planning Matters</i>
Environment Agency	We welcome the continued emphasis on sustainable transport, active travel, and early engagement with planning requirements. The integration of Minimum Accessibility Standards Assessment (MASA) and drainage considerations within Design and Access Statements is positive. However, we recommend the following additions to strengthen environmental protection. Reference to National SuDS Standards: The SPD should explicitly reference the National Standards for Sustainable Drainage Systems (SuDS) (published 2024), which set out requirements for runoff destinations and pollution prevention. Key principles include: 'Runoff from development shall not increase flood risk elsewhere and shall not cause pollution of groundwater or surface water bodies.' This aligns with Halton Delivery and Allocations Local Plan (DALP) Policy CS(R)21 (Green Infrastructure) and CS(R)23 (Managing Pollution and Risk). Highways Runoff Management: We advise that the SPD highlights the need for source control measures such as swales, filter strips, detention basins, and bioretention areas to manage pollution from highways and hardstanding areas. These measures should be integrated into site layouts and parking areas to reduce diffuse pollution and improve water quality. Cross-reference to Flood Risk and Drainage Policy:	<i>Whilst we agree with the comments made by Environment Agency, we feel the scope for this SPD scope does not cover these requests.</i>

	Where developments involve significant hard surfacing or new roads, the SPD should refer to DALP Policy HE9 (Water Management and Flood Risk) and the Environment Agency's guidance on surface water drainage.	
Historic England	Thank you for consulting Historic England about the above. Historic England have no comments to make.	<i>No response required.</i>
St Helens Borough Council	St Helens Borough Council have no comments to make at this time. However, we do wish to be notified of the adoption of the SPDs if you could please keep these details on record.	<i>No response required.</i>
Network Rail	Network Rail is a statutory undertaker responsible for maintaining and operating the country's railway infrastructure and associated estate. Network Rail owns, operates, maintains, and develops the main rail network. This includes the railway tracks, stations, car parking, signalling systems, bridges, tunnels, level crossings and viaducts. Network Rail has reviewed the consultation document and has the following comments: Network Rail is a statutory consultee for planning applications within 10 metres of relevant railway land (as the Infrastructure Managers for the railway, set out in Article 16 of the Development Management Procedure Order 2015) and for any development likely to result in an increase in the volume or a material change in the character of traffic using a level crossing over a railway (as the Rail Network Operators, set out in Schedule 4 (J) of the Development Management Procedure Order 2015) Network Rail is a statutory undertaker responsible for maintaining and operating the railway infrastructure and associated estate. Network Rail aims to protect and enhance the railway infrastructure, therefore any proposed development which; is in close proximity to the railway, or could potentially affect Network Rail's specific land interests will need to be carefully considered. New Stations With regard to the specifics of the draft SPD, it is noted that the document has proposals for potential new rail stations and other rail-related investment. Specifically, there is reference to an aspiration of several new station proposals (Ditton, Beechwood, South Widnes, Daresbury). If these proposals move forward, Halton will	<i>Halton has made the following amendments to take into consideration Network Rails concerns around severance and Transport Assessments.</i> <i>Page 25 - "A submitted Transport Assessment should include reference to the Minimum Accessibility Standard Assessment (MASA), and address any shortfalls that are identified, for example severance of travel via any mode such as lack of bus service or barriers to cycling and walking infrastructure".</i> <i>The Council have also made amendments to the Minimum Accessibility Standard Assessment (MASA) which can be found in Appendix A of the SPD.</i>

	need to work closely with Network Rail to confirm their strategic alignment with the wider rail network before projects progress too far. This collaboration is essential to ensure the best use of public funds. Level Crossings Developments within the plan area should be accompanied by a Transport Impact Assessment which includes consideration of the impact of proposals upon any level crossings with proposed mitigation. We would encourage the local authority to adopt specific policy wording to ensure that the impact of proposed new development (including cumulative impact) on the risk at existing level crossings is assessed by the developer(s), and suitable mitigation incorporated within the development proposals and funded by the developer(s). Transport Assessments should be undertaken in conjunction with the local highway authority with advice from Network Rail. Contributions will be sought where proposals impact on level crossings to mitigate the impacts of those developments. Where level crossing closure is the only option, the applicant is advised that closure would be via s257 of the T&CPA 1990, and that closure would be required before the occupation of any dwellings.	
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Conclusions following consultation on the Transport and Accessibility Scoping Report

Halton appreciates and acknowledges the comments made on the Transport and Accessibility SPD. The Council has addressed comments made by Knowsley Council, National Highways and Network Rail and have amended the SPD where necessary. In cases where the consultation process raised valid concerns, but could not incorporate the comments into the SPD, the Council has justified this in the table above.

