

N.	ID	Respondent	Section/Paragraph	Theme	Consultation Responses	Decision	Recommended Responses
1	9.3	NHS	Part A Section 5 Land Use Recommendations	Affordable Housing	Also, will these be (predominantly) affordable social housing?	Noted	The component of affordable housing is set by Policy H5 of the Local Plan and is an aspirational target for the Council however Part B, Section 12 Development Principles provides a complete breakdown of tenure type and size of private and affordable housing to be delivered in Luton.
2	5.7	Network Rail	Part B Section 10 Masterplan Proposals Par. 10.3 A	Building Heights	Figure 26A and text within section 10.3A on Indicative Building Heights identifies 6 and 4 storey development as appropriate around the Central Gateway. This is additionally set out in development site C in section 10.3. Network Rail supports the notion of 6 storey development at this node to create a landmark (although additional height may be suitable for landmark purposes), stepping down to four storeys in other parts of the node where it will impact upon the conservation area. The document should also refer to building heights of 7 storeys being acceptable to the south east of the central gateway node. This area, on which the new car park will sit, is in the context of industrial/commercial buildings on Midland Road and will not impact upon the conservation area.	Noted	The Multi-Storey car park has been granted permission therefore has been identified by the SPD as a Committed Development. As a result, it is not appropriate to suggest building heights on that particular site ("7 storeys being acceptable to the south east of the central gateway node"). Also the permitted development superseded the creation of a landmark building on the Gateway node, being itself a predominant building with a striking design.
3	10.3	Individual response	Part B Section 10 Masterplan Proposals Par. 10.3 A	Building Heights	High Town is an historical area with lots of nooks and crannies. New buildings need to be kept in proportion with the surrounding buildings, so that they don't become swamped. I don't believe any building should exceed three storey high. I also feel they should set back from the road with adequate parking and green areas. Little thought has been given to the effect the proposals will have on current residents. These buildings would reduce the amount of light in the whole area and affect the concept of making HT a more pleasant environment. I also feel there would be a privacy issue, with the new buildings looking into and over other houses and gardens. This is unacceptable.	Accepted in principle	A specific question (Q7) regarding building heights was made through the questionnaire. 88% of the respondents answer to this question. 47% of the respondent agreed with the proposed heights. 27% Disagreed. 24% Neither agreed or disagreed. Given the answers received which don't show a real concern about heights, it is considered that the current criteria set in the Local Plan by Policy ENV9 (Design Principles) will be sufficient in determining planning applications. Therefore fig. 26 -Indicative Building Heights- should be removed from the plan. The written statements will be retained and will help Development Control Officers in determining planning applications in the area, together with the criteria set in the Local Plan.
4	10.9	Individual response	Part B Section 10 Masterplan Proposals Par. 10.3 A	Building Heights	Heights should be kept to a much lower level than proposed. Perhaps they can be built above shops and then the height can be kept to three storey.	Noted	As above

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5	32.1	Individual response	Part B Section 10 Masterplan Proposals Par. 10.3 A	Building Heights	The height of all proposed buildings is too high - nothing over 2 storeys should be considered and the privacy and light of current buildings should be considered	Not accepted	As above
6	37	Individual response	Part B Section 10 Masterplan Proposals Par. 10.3 A	Building Heights	Do not like high storeys	Noted	As above
7	42.1	Individual response	Part B Section 10 Masterplan Proposals Par. 10.3 A	Building Heights	Bulding heights as now	Noted	As above
8	30	Individual response		Building Heights	We feel that the increase in density of the population is too high and the buildings (i.e. flats proposed) are too high and out of keeping with the area	Noted	As above
9	25	Individual response	Part B Section 10 Masterplan Proposals Par. 10.3 A	Building Heights	I am in general agreement with the building heights (Q7) but object to the proposed 6 storey building in the Midland Road passage area	Noted	As above
10	33.2	Individual response	Part B Section 10 Masterplan Proposals Par. 10.3 A	Building Heights	In theory redevelopment of Hightown is a good idea, but the density and height of proposed buildings is exceptionally excessive. Current residents will be overlooked and have light removed.	Noted	Applications will be considered on their merit against the policies set out in the Policy ENV9 of the Local Plan, which rules on scale and proportion of new buildings and streetscape.
11	31	Individual response	Part B Section 10 Masterplan Proposals Par. 10.3 A	Building Heights	Relating to Q7 answer. Would not agree to too much density and more community and environmentally friendly areas would help traffic situation and over crowding."	Noted	New government policies suggest to allocate new development close to public transports. High Town is an ideal location to improve density on brownfield sites and provide sustainable settlements in Luton. The improved accessibility proposed through the SPD including the extension of Taylor St and the proposed Luton Town Centre Transport Scheme with the Gateway Link (inner ring road) will help in mitigating the impact of new developments on traffic.

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12	40	Individual response	General	Comment	"You should enhance what you already have in High Town and make sure new developments are in keeping with the area. Improve don't just destroy	Noted	The key objectives of the SPD arose from the public consultation exercises held in 2005. Among the others, the plan seeks for the conservation and protection of the historic environment and not merely within the High Town Road Conservation Area. However planning applications will be considered against Policy ENV9 (Design Principles) of the Local Plan.
13	42.2	Individual response	Appendix C Implementation and Review	Comment	Railway station worst than European country.	Noted	A comprehensive scheme to redevelop the Station Gateway Area is currently being prepared in partnership with Network Rail.
14	10.1	Individual response	General	Consultation	It was only by chance that I was made aware of this planning document. We rarely receive the free local papers and therefore do not receive the Luton line. I do feel many residents are unaware of the proposals and will not have the opportunity to make their comments.	Noted	The implementation of the High Town SPD has started in 2004 when a series of consultation events were arranged to engage stakeholders, organisations working in the area, local businesses, residents groups and decision makers, as showed in Part A Section 07 Community Involvement. Posters and leaflets were placed in key locations advertising the consultation period and two events for public information held on the 14 of July and the 11 of August at the Methodist Church Hall. These events allowed the Environment and Neighbourhood Team to collate views from more than 150 residents. Copies of the draft SPD and its Sustainability Appraisal were available for 6 weeks at the Town Hall Reception, at the Central Library, at the Methodist Church Hall and at the Sport and Community Centre (In compliance with PPS12 and Regulation 17). Electronic versions were also downloadable by LBC website, together with an interactive questionnaire which allowed respondents to be linked to the relevant Section of the document upon which they were asked to comment on. A public notice was placed in the Luton on Sunday Paper, in compliance with PPS12, to
15	11.1	Individual response	General	Consultation	I am disappointed that a further meeting with residents (at Ward forum) is not proposed to follow up the first meeting and to consider the report. The document is complex and was not available widely apart from the internet. The sustainability document is even longer and again only available to the public on internet. More thought need to be given as to how the Master Plan area interacts with adjacent areas and planning proposals. The outcomes of the earlier consultation with local residents and business have only partly been implemented to the detrimental of the proposals.	Not Accepted	As above

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16	14.2	Individual response	General	Consultation	I feel more information needs to be given to the people living in the High Town area about these developments. Perhaps more info to be contained in the local newspapers such as the Herald.	Noted	As above
17	15	Individual response	General	Consultation	Any form of development in High Town must include the people who live and work here. We will ensure they know about your plans.	Noted	The final version of the document will be advertised in a local newspaper and the Area Committee will be kept informed.
18	18	Individual response	General	Consultation	Not enough time to read the document but more consultation is needed with residents before any plans are put into place for buildings and parking changes	Noted	See comment 14
19	32.3	Individual response	General	Consultation	This consultation should have been delayed until the Autumn there are far too many people on holiday in August."	Noted	See comment 14
20	34	Individual response	General	Consultation	Doesn't actually tell residents what specific developments are and until this information is available then can't truly comment. Ask us again then	Noted	The SPD seeks to set out guidelines and development principles for the regeneration of High Town and cannot be a very detailed exercise. The final draft will be available for inspection as per comment 14.2
21	8.2	East of England Regional Assembly	Part B Section 11 Design Principles	Design Principles	The design principles cover a number of important areas, including sustainability, but fail to mention the need for water efficiency and renewable energy. The inclusion of such a series of positive pro-active statements dealing with Energy Efficiency, Water Efficiency, Sustainable Urban Drainage Techniques and Renewable Energy Provision would be consistent with policies SS1, ENG1, ENG2, WAT1 and WAT4 of the Proposed Changes document. Extra text consistent with policies SS1, ENG1, ENG2, WAT1, and WAT4 of the Proposed Changes document, be added.		Change wording of Sec 11 par Sustainability as follows: "Impermeable surfaces, such as concrete, can increase water runoff, cause flooding and potentially increase flood risk elsewhere. New development should use water efficiently in order to reduce over-abstraction from existing sources and prevent flood risks. The Council seeks to encourage the use of Sustainable Urban Drainage Systems (SUDS) and to increase the area of permeable surfaces in new developments; for example, through the use of "green roofs" both with the aim of reducing flood risks and to enhance the biodiversity. Applicants should consult the adopted Supplementary Planning Guidance "Design for Sustainability" (2003) before submitting a scheme. Buildings should be energy and water efficient and make use of renewable energy. In accordance with Policy U3 of the adopted Local Plan which encourages the installation of renewable energy sources in new developments."
22	55.3	Wildlife Trusts	Part B Section 11 Design Principles	Design Principles	We commend moves to encourage sustainability within this development in line with policy ENV 6 of the East of England Plan, and would like to see a commitment for developers to achieve at least Code Level 3 of the Code for Sustainable Homes	Noted	This SPD in Part B Section 12 Development Principles states that "new residential development should achieve the highest possible rating under the Code for Sustainable Homes". It is considered therefore that the point is already addressed.

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23	10.10	Individual response	Part B Section 11 Design Principles	Design Principles	You should be looking at buildings mainly terraced properties with at least gardens to the rear and some sorts of parking area.	Noted	
24	2.1	Environment Agency	Part B Section 12 Development Principles	Development Principles	Vacant land and buildings are identified here as having potential for sale/lease, and redevelopment. The High Town area is situated in a Source Protection Zone 1 (which means that the underlying aquifer is very susceptible to the potential effects of pollution). Consequently any planning application submitted for the redevelopment of vacant/potentially contaminated land will need to be accompanied by a Risk Assessment, addressing the previous uses of the site and the resulting potential for contamination. The submission of a Risk Assessment enables us to respond to the planning application with appropriate contamination recommendations. We can advise on the requirements for Risk Assessments when specific planning applications for the area are submitted.	Accepted	Add in the Development Principles a paragraph: "High Town is situated in a Source Protection Zone 1 (which means that the underlying aquifer is very susceptible to the potential effects of pollution), consequently any planning application submitted for the redevelopment of vacant/potentially contaminated land will need to be accompanied by a Contaminative Risk Assessment addressing the previous uses of the site and the resulting potential for contamination as required by PPS 23 and be in accordance with policy ENV16 of the Local Plan."
25	2.5	Environment Agency	Part A Section 3 Physical Resources Par 3.1	Development Principles	With regard to the 'Housing' objective, we would reiterate that housing allocations should be undertaken in line with the findings of the Strategic Flood Risk Assessment.	Accepted	Add to development principles a paragraph "High Town falls within a Flood Zone 1, which comprises land that has a less than a 1 in 1000 annual probability (chance) of river flooding (<0.1%). Whilst not at risk of fluvial flooding, land in Flood Zone 1 can be susceptible to flooding from surface water. All new developments should be in compliance with the Strategic Flood Risk Assessment currently being undertaken by the Borough and developments over 1 hectare in extent must be accompanied by a Flood Risk Assessment addressing surface water drainage, as required by PPS 25."
26	11.17	Individual response	Part B Section 10 Masterplan Proposals. Par 10.3 (A)	Development sites	Midland Road West: The premises on the southern edge adjacent to Station House should be re-located, which would enable some greenery if not a 'linear park'.	Noted	

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27	11.18	Individual response	Part B Section 10 Masterplan Proposals. Par 10.3 (C)	Development sites	Midland Road Passage: What is proposed here is unclear. The map indicates the junction of Midland Road and High Town Road which is part of the conservation area. I am opposed to a building of 6 storeys at this junction. Buildings should be no higher than three storeys in this area. Taller building will be oppressive at the entrance to the road. If a six-storey building is proposed at the junction of Midland Road and Midland Road passage (this is actually Coupees Path), this would still be a large development on a small site. The existing buildings are in need of redevelopment. The existing path could be widened but would require some land from properties fronting on to Old Bedford Road.	Noted	See comment 2
28	11.19	Individual response	Part B Section 10 Masterplan Proposals. Par 10.3 (D)	Development sites	Albion Road: Residential accommodation in this area would be welcomed but should be complementary to the adjacent Cross St bungalows, Albion Court and Milner Court EPH- not flats. The path from Albion Road to Dudley St could be closed off to reduce crime.	Noted	Applications are considered on their merit against the policies set out in the Local Plan.
29	35	Individual response	Part B Section 10 Masterplan Proposals. Par 10.3 (D)	Development sites	Do not need any more housing in Albion Road as the road is not wide enough we have lots of flats going up in the area	Noted	Any scheme proposed will have to be compliant with highways criteria and with criteria set out in the Local Plan.
30	11.20	Individual response	Part B Section 10 Masterplan Proposals. Par 10.3 (E)	Development sites	Old Bedford Road Block: The potential for much of this site has been overtaken by the planning applications made during the delay in the Master Planning Exercise. One architecturally significant building (a former hat factory) in Dudley St. has been demolished.	Noted	
31	11.21	Individual response	Part B Section 10 Masterplan Proposals. Par 10.3 (F)	Development sites	Wenlock St: Buildings that front on to Wenlock St should not exceed in two storeys. Some exception up to three storeys could be made for residential accommodation on the Waller site.	Noted	

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32	11.22	Individual response	Part B Section 10 Masterplan Proposals. Par 10.3 (G)	Development sites	Back Street block: Mainly overtaken by planning application by NOAH. The document should have reflected this.	Accepted	Amend fig. 26 accordingly
33	11.23	Individual response	Part B Section 10 Masterplan Proposals. Par 10.3 (H)	Development sites	Duke Street: This area should be predominantly for employment use.	Noted	See comment 58
34	11.24	Individual response	Part B Section 10 Masterplan Proposals. Par 10.3 (J)	Development sites	Brunswick St: The effect of the Drug and Alcohol Treatment Centre on this site should be considered for future development.	Noted	
35	11.25	Individual response	Part B Section 10 Masterplan Proposals. Par 10.3 (K)	Development sites	Concorde Street: It is intended that the employment uses in this area should be retained? The plan needs to retain a balance of residential and employment uses in order to minimise the environmental impact of commuting.	Noted	See comment 58
36	11.26	Individual response	Part B Section 10 Masterplan Proposals. Par 10.3 (L)	Development sites	Hitchin Road: Although social housing (particularly that owned by the Council for rent) would be welcomed this would front on the busy road with attendant environmental and road safety considerations. Children from lower socio-economic groups are more likely to suffer from road traffic accidents and this should be avoided.	Accepted	Improvements related to the Gateway Link could result in increased pedestrian-friendly crossing of Hitchin Road.
37	10.7	Individual response	Part B Section 10 Masterplan Proposals. Par 10.3 (L)	Development sites	The car park in Hitchin Road is well used, probably because it is open and visible to passers by. Why build more housing on this plot of land and then have to find additional parking elsewhere.	Noted	
38	20	Individual response	General	Disables	Don't forget access and/or parking for disabled people	Noted	Disabled parking standards are set out in the Local Plan, which this document simply supplement.

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39	11.8	Individual response	Part B Section 10 Masterplan Proposals. Par 10.2 (A)	Environmental Improvements	High Town Gateway: It is difficult to envisage what is proposed from the narrative. It is not clear where "the small square to the southern end of High Town Road will be sited. Does this mean demolishing Station House (part of the conservation area)? What would replace it? More detailed is required. Presumably the stairwell to the current car park would be redundant with the construction of the ring road. I am opposed to a "landmark building" in this area as it would change the nature of the conservation area.	Accepted	Fig 27 on page 43 shows the indicative layout which clearly doesn't involve demolition. The permitted development of the Multi-storey car park, however requires the removal of the proposed landmark building which is superseded by it.
40	11.10	Individual response	Part B Section 10 Masterplan Proposals. Par 10.2 (B)	Environmental Improvements	Midland Road streetscape: While a "linear park" along its tree-lined southern edge would be welcomed, there is little space and this may only result in a verge. There are industrial sites on the embankment which could be improved or moved.	Noted	The High Town SPD provides a vision and a strategy for the area for the next 15-20 years, if opportunity of redevelopment will arise. It is therefore not relevant what is currently on the land, unless is not in the conservation area.
41	11.11	Individual response	Part B Section 10 Masterplan Proposals. Par 10.2 (C)	Environmental Improvements	Old Bedford Road Block: The development of the Milliners Place (now Hatton Place) has been ill-considered with eleven storeys and an ugly elevation at the rear. Any other developments should not be greater than 6 storeys on this block. The open space and trees in front of the Drill Hall should be retained. The copper beeches should have TPO's and ownership of this piece of land should be retained by the Council. It could be extended to ensure a gap between the rear of the proposed development at the junction of Dudley St. and North St.	Noted	The comments are not different from the masterplan proposal. The Council recognizes the amenity value of the trees fronting Old Bedford Road and subsequently has created TPOs to cover these trees.
42	11.14	Individual response	Part B Section 10 Masterplan Proposals. Par 10.2 (F)	Environmental Improvements	High Town Node: There is little potential for development here as it is on the boundary of the conservation area and the school.	Noted	Point (E) is misleading in its wording and should be changed to: "This node signifies the junction between the different character areas of High Town: retail and conservation areas, residential areas and the school, the employment and community area. It should be treated as a public space to enable its fruition by the community, in respect, however of the need of the school.
43	11.16	Individual response	Part B Section 10 Masterplan Proposals. Par 10.3 (H)	Environmental Improvements	Green Links to Pomfret Avenue: It is difficult to see how Hitchin Road could become 'tree-lined boulevard' as it is quite narrow and busy with traffic at this point. The existing trees (some on private land) should be cherished and pruned or replaced with a greater variety to improve bio-diversity.	Noted	

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44	26.2	Individual response	General	Environmental Improvements	More green spaces would be desirable in Luton	Noted	
45	27	Individual response	General	Environmental Improvements	Would like to see more green spaces in the Luton area not too much concrete. At the moment the town still has too much concrete	Noted	
46	28.1	Individual response	General	Environmental Improvements	I would like to see more Green Spaces within the High Town and rest of Luton Town Centre areas.	Noted	
47	54	Individual response		Peoples' Park	There is an absence of any focus on improvements to the local park (People's Park). This area provides the Neighbourhood Park facility with recreational space and play provision for the High Town area. Although there has been some investment in the park there are still areas that require improvements particularly on the entrance leading to the area identified as County Wildlife Site at the top of Havelock Road and the route from there providing the link for the Hightown Community with Wardown Park, the nearest District Park.	Noted	Recent improvements to the park have been implemented since the first consultation held for this SPD, in 2004. Further improvements will have to ensure that the protection of the protected specie (The Great Pignut) is not compromised.
48	55	Wildlife Trusts	Part B Section 10 Masterplan Proposals.	Peoples' Park	The proposed High Town development area is in close proximity to People's Park County Wildlife Site. These sites represent the most important sites in wildlife terms outside the statutorily protected sites. Care will need to be taken so as to ensure that no damage is caused to any CWS by development directly or by increased number of residents. People's Park CWS has record of the rare Great Pignut, and no activities should be carried out that would compromise this species.	Noted	No development sites have been identify in proximity of the Park. Financial contributions to maintain and improve the Park may be agreed with developers subject to the implementation of the Planning Obligations SPD
49	12	Individual response	Queries	Funding	Where does the funding originate from? Is the funding fully available?	Noted	This SPD will help the Council to achieve its objective isn High Town and will be a material consideration for planning applications concerning the area. Therefore it will be delivered by private developers and not by the Council.
50	13	Individual response	Queries	Funding	How this will be funded, as extensive funds needed?	Noted	As above

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51	14.1	Individual response	Queries	Funding	How will all this development work be funded?	Noted	As above
52	10.8	Individual response	Part B Section 12 Development Principles	Housing type and size	More flats are not required. I believe many of the ones recently built in the town have not been sold, therefore why build more. There is a shortage of small houses for new families and couples who require more space than a flat can give. Perhaps maisonettes should be considered. You should be looking at buildings mainly terraced properties with at least gardens to the rear and some sorts of parking area.	Accepted in principle	Part B Section 12 Development Principles add paragraph in Housing : "There should be a mix of dwellings types to include houses, maisonette, flats, town houses and live/work units" this paragraph together with the comprehensive breakdown set out will give a clearer idea of what is considered appropriate for new developments in HT.
53	9.2	NHS	Part A Section 5 Land Use Recommendations par. 5.3	Housing type and size	Page 23 of the SPD refers to the creation of 150 new dwellings. This would constitute 15-20% of new dwellings in the next 5 years or so. Will all these be 1/2 bedroom apartment/dwellings?	Noted	A complete breakdown of size and tenure has been provided in Part B section 12 Development Principles to ensure that the dwellings provided reflects the identified Housing Requirement study for Luton 2005/6. The paragraph stating the number of dwelling was based by the Luton High Town Economic, Social, and Land use Recommendations draft report (2004), implemented by the BDP, SPA and Luton Borough Council. The report provided the basis for the baseline assessment of the Sustainability Appraisal, but it proposed targets that the current document wish not address. Remove last three paragraph of page 23 which refer to the study implemented in 2004.

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54	6.1	Thames Water	Part B Section 12 Development Principles	Infrastructure	The importance of considering sewerage infrastructure provision in Local Development Frameworks is highlighted by paragraph 4.9 of the new PPS12, which states that in preparing Local Development Documents: <i>“LPAs should ensure that delivery of housing & other strategic and regional requirements is not compromised by unrealistic expectations about the future availability of infrastructure, transportation and resources. Annex B sets out further guidance on resources, utilities and infrastructure provision.” Paragraphs B3 to B8 of PPS12 also place specific emphasis on the need to take account of infrastructure such as sewerage early on in preparing Local Development Documents. Paragraph B3 in particular states: “The provision of infrastructure is important in all major new developments. The capacity of existing infrastructure and the need for additional facilities should be taken into account in the preparation of all local development documents.” In the light of the above TWUL is concerned that the High Town SPD does not appear to make any reference to utilities infras</i>	Noted	It is considered that the Local Plan address comprehensively issues related to infrastructure. It is clearly stated in par. 8.69 that "the adequacy of infrastructure can be a material consideration in deciding whether to grant planning permission". Also the eastern part of High Town is already served by utilities and before being converted to an industrial area it was residential.
55	6.2	Thames Water	Part B Section 12 Development Principles	Infrastructure	In particular how the site/area will be served with respect to sewerage infrastructure. It is vital that any upgrades to the existing infrastructure, if necessary, are in place ahead of the development, failure to do so can lead to sewage flooding of properties and pollution of the wider environment. TWUL therefore recommends the inclusion of the following paragraph within the High Town SPD: <i>“Developers will be required to demonstrate that there is adequate waste water capacity both on and off the site to serve the development and that it would not lead to problems for existing or new users. In some circumstances it may be necessary for developers to fund studies to ascertain whether the proposed development will lead to overloading of existing waste water infrastructure.”</i>	Accepted in principle	Add wording to the Development principles, section 12 Para Sustainability: "Planning permission will not be granted unless it can be demonstrated that the infrastructure provision either meets the needs of the development or will be provided in time to serve the development."

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56	10.11	Individual response	Part B Section 12 Development Principles	Infrastructure	How much thought has been given to the infrastructure. Building on the scale planned would put a strain on all households amenities, in particular water and drainage.		It is considered that the paragraph added to Part B section 12 address consistently the matter, in terms of potential flooding, over extraction and pressure on the existing capacity of the sewerage system.
57	42.3	Individual response	Part B Section 9 Key Objectives Par. 9.1 Heart of High Town	Key Objective	Need more normal shops eg. baker, butcher, need cheaper prices	Noted	This is a key objective of the SPD, which aims to increase the number of retail and workplaces in High Town Road, particularly in the specialist sector. Also, the area is identified by the Local Plan as a District Shopping Centre, which are considered a vital service to the local community and therefore protected.
58	11.7	Individual response	Part B Section 10 Masterplan Proposals. Par 10.1 (F) Greater Legibility	Land use	Taylor St extension: This would involve demolition of existing industrial buildings and require finance. Any building demolished should be replaced with the same employment density in the area. In general the area to the east of High Town Road should be developed and retained as employment use to encourage environmental sustainability by reduce travel to work distance.	Not Accepted	Policy HT1 of the Local Plan supports development proposals meeting local needs housing, employment, retail, community and recreational needs. Therefore this area is not a key/safeguarded employment site, any proposals would have to be assessed against the above criteria.
59	5.1	Network Rail	Part A Section 3 Physical Resources Par 3.3 "Committed Development"	Multi-storey Car park	Reference to the proposed station car park in Section 3.3 is welcomed. This scheme is necessary to begin the station and town centre regeneration objectives set out in Luton Town Centre Development Framework. It also helps to meet a number of objectives set out within the High Town SPD. However, the rest of the document is silent in relation to the car park and more explicit reference would be welcomed.	Accepted	Change wording of par.3.3 (D) adding " which received planning permission in September 2007". Amend Fig. 9 to show the location of the multi-storey car park among the committed development.
60	5.2	Network Rail	Part A Section 4 Transport, Access and Movement Par. 4.6	Multi-storey Car park	For example section 4.6 specifically states that 'the proximity of High Town to Luton Station results in some pressure for long term parking for commuters'. It is also noted that some short term parking is currently being used for long term purposes	Not Accepted	The committed car park is a replacement of Network Rail car parking, in accordance with Local Plan Policy T13 which states that within the central area (as per the Proposals map) there would not be any additional provision of public car parking spaces.
61	5.3	Network Rail	Part A Section 7 Community Involvement	Multi-storey Car park	Section 7 relating to previous public consultation also refers to the need to manage short/long term car parking and making best use of the link to London.	Noted	

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62	5.4	Network Rail	Part B Section 10 Masterplan Proposals Par. 10.3	Multi-storey Car park	The car park proposal will clearly address these matters and should be identified as a development site in section 10.3.	Not Accepted	The car park has been granted permission and funds therefore it has been identified as a Committed Development in the SPD. Consequently it is not appropriate to treat it as a potential development site. The site will be shown in fig. 9 pag. 10 "committed Development".
63	5.5	Network Rail	Part B Section 10 Masterplan Proposals Par. 10.2 (B)	Multi-storey Car park	Section 10.2 B refers to creating a linear park and improving visual link between the Town Centre and High Town areas. The car park proposal as a multi-storey structure cannot facilitate this aspiration. It can however act as a link by being a gateway landmark feature. Reference to direct visual links should be removed.	Not Accepted	Fig. 25 should be amended to show the site of the permitted car-park. However, the retaining and enhancement of the visual link between High Town and the Town centre is aspirational and should guide succeeding applications in the area, hence it is not appropriate to delete it from par. 10.2 (B)
64	5.6	Network Rail	Part B Section 10 Masterplan Proposals Par. 10.1 F	Multi-storey Car park	An extension to Taylor Street is identified in Section 10.1 F. This extension will also benefit access to the car park proposal. This should be added to the justification/explanation for the extension.	Accepted	Add wording: "and will also benefit access to the permitted multi-storey car park"
65	5.8	Network Rail	Appendix C Implementation and Review	Multi-storey Car park	The scale of the car park combined with a high quality design will create a landmark proposal that improves the image of the area. The scheme will additionally improve pedestrian safety on Midland Road, widen the northern end of the pedestrian footbridge and include landscaping to maintain a green corridor on Midland Road (all aspirations set out in appendix C). This proposal will achieve a lot of early objectives that would otherwise not be realised for many years, if ever, as other development sites are phased to come forward in the medium to longer term and there is uncertainty over even those time frames.	Noted	See comment 60
66	10.4	Individual response		Multi-storey Car park	Another multi-storey car park would not enhance the area and I don't believe it would be fully utilised. It certainly wouldn't be used by residents of the area due to fears of safety for both themselves and their cars.	Noted	The multi-storey car park received planning permission in September 2007 and has been identified as a committed development by the SPD.
67	11.9	Individual response	Part B Section 10 Masterplan Proposals. Par 10.2 (A)	Multi-storey Car park	The proposed seven storey car park on the railway land is inappropriate and should be located on the Station Road car park	Noted	As above

N.	ID	Respondent	Section/Paragraph	Theme	Consultation Responses	Decision	Recommended Responses
68	43	Individual response		Multi-storey Car park	Completely disagree with the building of a new multi story car park. This is one of the most stupid ideas I've heard of at a time when so much effort is being spent improving the area."	Noted	As above
69	51	Individual response		Multi-storey Car park	Can't understand why such height is allowed why a car park (Midland Road) is bigger then the one they are taking down! Is this an excuse to build more cheap flats making property developers richer!! Are we losing control of town planning?	Noted	As above
70	3	EEDA	General	No comments	EEDA receives a number of requests of this kind as a statutory consultee and on this occasion, EEDA has no comments to make on the document.	Noted	
71	7	Anglian Water		No comments	With reference to consultation on the High Town SPD for Luton, please note that this area of Luton falls outside that which affects any Anglian Water assets either water or wastewater (comes under Thames Water).	Noted	
72	9.8	Bedfords hire County Council		No comments	Interested parties within County Hall were consulted to have their views but no adverse comments were received and the County Council will not be seeking any changes to the document	Noted	
73	21	Individual response		Objection	Not thought through	Noted	
74	29	Individual response		Objection	The high rise buildings proposed in High Town will be restricted. The lack of publicity regarding this process you are involved in will be corrected by me and Luton Green Party."	Noted	
75	9.4	NHS	Part B Section 12 Development Principles	Parking	The assumption is that people living in the area will use public transport or cycle, with the implication that the plans have not catered for additional parking space?	Noted	Include a paragraph stating that "Developments should be in compliance with the maximum car parking provision suggested by the Local Plan for urban areas (1.5 spaces per dwelling). The Council has an aspiration of having underground parking, possibly with green space above, which would provide amenity space for residents, reduce on street parking pressure and improve the pedestrian experience and the streetscape of the area. Where off street car parking is provided it would be reasonable to consider ½ a space for one bedroom units and 1 space for larger units. Parking permits will only be issued by the Borough Council, where there is a supply of on street parking spaces available."

N.	ID	Respondent	Section/Paragraph	Theme	Consultation Responses	Decision	Recommended Responses
76	10.6	Individual response	Part B Section 12 Development Principles	Parking	However there has to be somewhere close by to park at a minimal cost. I would also like to know what provision has been made for parking for all the additional properties you would like to introduce. HT is already renowned for parking issues amongst the current residents.	Noted	As above
77	26.1	Individual response	Part B Section 12 Development Principles	Parking	Parking for disabled people is needed	Noted	Provision for disabled parking is set out by the Local Plan.
78	28.3	Individual response	Part B Section 12 Development Principles	Parking	There is not enough parking, also the restricted parking area (short term 30 mins) in High Town Road that is proposed to be reduced."	Noted	A consultation carried out by the Engineer & Transportation Department of LBC consulted on the reviewed Control Parking Zone in July. The SPD doesn't rule on parking areas.
79	32.2	Individual response	Part B Section 12 Development Principles	Parking	Consideration should also be given for parking, a multi-storey carpark would not be used by residents at night and there is already a shortage of parking for residents in the area	Noted	See comment 73
80	33.1	Individual response	Part B Section 12 Development Principles	Parking	With so many new residential and commercial buildings this will mean more vehicles and less car parking space and thus roads already under pressure for parking will be affected. Giving businesses parking permits for residential streets will cause more congestion and parking worries.	Noted	See comment 73
81	38	Individual response	Part B Section 12 Development Principles	Parking	Should not have to pay to park outside house. Want one way system	Noted	Not relevant.
82	26.3	Individual response		Play Areas	There is not enough space/ Play areas for children in Pomfret Avenue area."	Noted	The play areas are delivered by the Play Partnership and Extended School and a comprehensive Luton Play Strategy 2007-2011 has been implemented by the Council.
83	28.2	Individual response		Play Areas	There is not enough open spaces for children to play safely in the Pomfret Avenue area	Noted	As above

N.	ID	Respondent	Section/Paragraph	Theme	Consultation Responses	Decision	Recommended Responses
84	23	Individual response	Appendix C Implementation and Review	Proposal	Places like Frenchgate (Doncaster) and Meadowhall (Sheffield) are bus and train stations if you go any direction its all glittering, the same is supposed to be done to High town because its close to train and bus stations	Noted	See comment 13
85	41	Individual response	General	Proposal	I Propose that High town be an attraction point for visitors and travellers because high town is nearer than town centre Arndale so for people to visit the mall they should be attracted to High town as well. Beautiful attractive building should be built in High town to lure people	Noted	The regeneration of High Town seeks to enhance the character and the attractiveness of the area. The improved residential population will generate more trade activity for the retail outlets on High Town Road, that will regain its vitality, attracting more people in the area. The permitted development of the Multi storey car park will be of a high quality design and will certainly produce attention.
86	5.9	Network Rail	Appendix A Example Redeveloped Site Layouts Key Project 1	Proposed Layouts	Fig 27 Key Project 1 sets out an indicative layout around the High Town Gateway. This diagram should show a positive edge to the east of the station footbridge and south of Midland Road. This site should also be identified as a landmark building location.	Noted	The proposed amendments regard the permitted development of the Multi-storey car park which has planning permission and will not be treated therefore as a development site.
87	39	Individual response		Public conveniences	More public conveniences i.e. public toilets, should be made available in the High Town Road area, more litter bins also.	Noted	There are no policies for public toilet provision in the Local Plan.
88	10.12	Individual response		Schools	Could the local schools cope with what could be a large influx into the area?	Noted	This same issue applies throughout the Borough in relation to Luton's location within the MKSM Growth Area.
89	36	Individual response		Social Matters	Where are the schools, health services, social services etc?! There is not enough money as it is to provide what is needed for the town. Why virtually close down a much needed walk in centre (health)? There is not enough road capacity anywhere! it all needs to be looked as part of a town plan, not in lists!!!!	Noted	A Growth Area Fund bid has been submitted for a health centre in High Town. Also, some of the development site identified by the Masterplan suggests sites suitable for community services. Planning applications will be assessed against the criteria set out in Policy HT1 of the Local Plan which seeks for a mix of uses, in accordance with the identified needs of the residents.

N.	ID	Respondent	Section/Paragraph	Theme	Consultation Responses	Decision	Recommended Responses
90	9.5	NHS	Part B Section 12 Development Principles	Social Matters	Will the additional housing be for people already living in Luton but who are inappropriately housed or designated for attracting people into Luton to live? We would welcome the former, as relatively little supply of appropriate housing impacts on our ability to discharge Luton residents to appropriate accommodation when they are no longer in need of in-patient care. If it is the latter, it is likely that the proximity to good public transport would result in a high proportion commuting for work, and potentially their leisure time. This would impact on the community, with accommodation being empty for much of the year.	Noted	Add paragraph in Development Principles: "The assignment of affordable housing is governed by the Council's Allocation Policy as determined by the Housing Act 1996 (amended by Homeless Act 2002). Where the delivery of affordable housing involves the use of <i>Housing Corporation</i> Social Housing Grants (SHG), the Council will require that the housing so provided conforms to the Housing Corporation's Scheme Development Standard and that it meets or exceeds the Corporation's current Design and Quality Standards, as per SPD on Planning Obligations adopted by Luton Borough Council in September 2007 (Section 106)"
91	9.7	NHS	General	Social Matters	While supporting the proposals in changing the perception of the area and the raising of social capital and pride in the area, there is concern that in doing so it will displace the vulnerable who live in transitional areas - new immigrants, the unemployed, people with mental health problems, and the homeless. We would like to see plans on how these groups will be provided for. We support the proposed existing developments with NOAH for the homeless, and plan to work in partnership with them. However, the comments expressed above raise concerns for a much wider group, not necessarily covered by the NOAH development.	Noted	In Part B Section 10. Par. 10.3 some development sites have been identified as appropriate for community services in addition to the already approved NOAH scheme. Also Policy HT1 of the adopted Local Plan, that this document supports, set out the criteria against which development in HT will be assessed, among which the importance to deliver community facilities in accordance with the identified requirements of local residents. Also, the redevelopment of High Town concerns mostly underused employment areas and doesn't involve demolition of residential areas, therefore it is unlikely for phenomenon of gentrification to arise. The increased number of affordable housing provided by new developments will improve further the possibilities of the Council to address the housing needs of low income residents and residents with special needs, in accordance with the Council's Allocation Policy.
92	11.15	Individual response	Part B Section 10 Masterplan Proposals. Par 10.2 (G)	Social Matters	York Street Community Square: This will complement the Community Sports and Arts centre and Barnfield College at this site. Some thought needs to be given to how Drug and Alcohol Treatment Centre will blend in.	Noted	

N.	ID	Respondent	Section/Paragraph	Theme	Consultation Responses	Decision	Recommended Responses
93	11.2	Individual response	Part B Section 10 Masterplan Proposals. Par 10.1 (A) Greater Legibility	Street Pattern and Traffic	(A) Proposed Gateway link: More thought needs to be given to how continuation of the inner Luton Ring Road impacts on the masterplan proposals. A two-way carriageway will create traffic problems at the western end at its junction with Old Bedford Road. There is a limited corridor for the ring road between the railway line and the foot of the Midland Road embankment under the footbridge. The Huckelsby Way section is single carriageway, theoretically being paired with Mill St. If Station Road were adopted by the Borough Council as part of the Station development proposals this could be one-way to link up with Mill St. and the northerly carriageway could be one-way in the same direction as Huckelsby Way. Further Thought could be given to completing the Ring Road to Crawley Green Road using the re-alignment of St Mary's Road within the Power Court development. The disused over-bridge in Church St could be redesigned and widened as part of the Bus Link scheme to reduce traffic problems. The Station Road area could then be carefully integrated as part of the rail-bus inter-change.	Not Accepted	The comments are not relevant for the HT SPD. This scheme is presently being designed as part of the Luton Town Centre Transport Scheme. Consultation on options is programmed for November 2007.
94	11.4	Individual response	Part B Section 10 Masterplan Proposals. Par 10.1 (C) Greater Legibility	Street Pattern and Traffic	Midland Road/Old Bedford Road Gateway: This area has potential problems. There is a narrow entrance between the office building under conversion to residential use and the railway line which is almost adjacent to Midland Road at this point. There is also the steep incline to be taken into account. If the Inner Ring Road is built through the station car-park, will there be (vehicle) access to the existing Midland Road (and therefore HT) or Midland Road will be cul-de-sac with access from the Dudley St junction? The plan does not make this clear. With the conversion of the former office block at this junction, the plan has been overtaken by events	Noted	As part of the Gateway Link (Inner Ring Road) it is proposed that the end of Midland Road by Old Bedford Road will be a cul de sac. Consultation on the scheme is programmed for November 2007.

N.	ID	Respondent	Section/Paragraph	Theme	Consultation Responses	Decision	Recommended Responses
95	11.5	Individual response	Part B Section 10 Masterplan Proposals. Par 10.1 (D) Greater Legibility	Street Pattern and Traffic	Midland Road/Hitchin Road: this junction has more potential since sites are vacant or underused. It was originally proposed to have a roundabout at this junction directly linking Midland Road to Crescent Road. If the Inner Ring Road follows the revised St Mary's Road alignment, a traffic light junction may be better and would ensure pedestrian are not ignored.	Noted	The present proposals for this junction is for traffic signals. Consultation on the scheme is programmed for November 2007
96	11.6	Individual response	Part B Section 10 Masterplan Proposals. Par 10.1 (E) Greater Legibility	Street Pattern and Traffic	High Town Road Node: There is little potential here as it is on the boundary of the conservation area and the school	Noted	Point (E) is misleading in its wording and should be changed to: "This node signifies the junction between the different character areas of High Town: retail and conservation areas, residential areas and the school, the employment and community area. It should be treated as a public space to enable its fruition by the community, in respect, however of the need of the school.
97	11.13	Individual response	Part B Section 10 Masterplan Proposals. Par 10.2 (E) Environmental Improvements	Street Pattern and Traffic	Duke Street Landscape improvements: Duke st should be re-opened to pedestrians but vehicles should continue to use Burr St or Brunswick St as a through road. There is unlikely to be a great use of a route between Reginald St and Pomfret Avenue unless one uses the Hart Hill Path from Hatley Road. This Path would need improving if it were to be more popular.	Noted	Comment as plan proposals.
98	44	Individual response	Part B Section 10 Masterplan Proposals. Par 10.1 (D) Greater Legibility	Street Pattern and Traffic	Care needs to be taken to reduce traffic congestion Midland Road/ Hitchin Road	Noted	With the implementation of the proposed Gateway Link (Inner Ring Road) the junction between Midland Road and Hitchin Road will be closed. Consultation on the scheme is programmed for November 2007
99	2.2	Environment Agency	Part B Section 8 Par. 8.2 Vision	Support	We support the establishment of a network of green links and spaces	Noted	
100	2.3	Environment Agency	Part B Section 8 Par. 8.2 Vision	Support	We support the enhancement of the physical and historic environment	Noted	

N.	ID	Respondent	Section/Paragraph	Theme	Consultation Responses	Decision	Recommended Responses
101	2.6	Environment Agency	Part B Section 9 Key Objectives "Green High Town"	Support	We support the inclusion of a 'Green High Town' objective. Although situated in an urban context, there are opportunities to integrate biodiversity into the area (for example through the use of Green Roofs and appropriate Sustainable Drainage Systems – SUDS).	Noted	
102	2.7	Environment Agency	Part B Section 11 Design Principles	Support	We support the principles listed, and in particular the Green Linkages and Sustainability principles.	Noted	
103	2.8	Environment Agency	Part B Section 11 Design Principles	Support	In addition, we are pleased to see that the Codes for Sustainable Homes, and the importance of waste management and recycling have been taken into account.	Noted	
104	5.91	Network Rail		Support	Short reference to the station car park in section 3.3 is supported and it is felt that the rest of the document should be altered to reflect this proposal.	Noted	Text and fig.9 at page 10 showing the committed development in the Study Area will be revised to include reference to the permitted multi-storey car park
105	8.1	East of England Regional Assembly	Compliance with regional and national policies	Support	The document is consistent with policies SS1, T2, T13 and ENV1 of the Proposed Changes document and with policy 2(b) of the Milton Keynes and South Midlands Sub-Regional Strategy.	Noted	
106	9.1	NHS	General	Support	Firstly we support the plans to regenerate the High Town area of Luton and to tackle the complex issues of deprivation, community identity, access and housing. The detailed appraisal of existing problems and potential solutions make sense, particularly in improving the living environment for people who live in the High Town area.	Noted	
107	10.5	Individual response	Part B Section 9 Key Objectives Par. 9.1 Heart of High Town	Support	Some new, specialist-type shops would encourage visitors to the area	Noted	

N.	ID	Respondent	Section/Paragraph	Theme	Consultation Responses	Decision	Reccomended Responses
108	11.3	Individual response	Part B Section 10 Masterplan Proposals. Par 10.1 (B) Greater Legibility	Support	High Town Gateway: Support this proposal.	Noted	
109	11.12	Individual response	Part B Section 10 Masterplan Proposals. Par 10.2 (D) Environment al Improvements	Support	Wenlock St and Paths Accessibility: There are few alternative options with this line of path due to existing housing. Better lighting and pruning of shrubbery are the only option (including the part between HT and Wenlock St)	Noted	
110	22	Individual response	General	Support	It should be implemented as soon as it is practicable to do so	Noted	
111	24	Individual response	General	Support	Excellent and quite inspiring. I just hope and pray that it's all realistically possible in the not too distant future. Luton Town deserves to be recognised for all the right reasons	Noted	
112	45	Individual response	General	Support	Good plan for luton, update , Modernise	Noted	
113	46	Individual response	General	Support	Evidently a great deal of work and depth in thought were put into the preperation of this plan. Seeking further ideas for improvement is sound	Noted	
114	47	Individual response	General	Support	This is very important good idea well done. You have my full support. Good luck with this plan	Noted	
115	48	Individual response	General	Support	Good document offering a clear guideline on development potential in the area	Noted	

N.	ID	Respondent	Section/Paragraph	Theme	Consultation Responses	Decision	Reccomended Responses
116	49	Individual response	Part B Section 9 Key Objectives Par. 9.1 Heart of High Town	Support	Specialist - Yes but may need an anchor for the catchment area	Noted	
117	50	Individual response	Part B Section 9 Key Objectives Par. 9.1 Heart of High Town	Support	Would like to see attractive individual shops and small businesses which would attract shoppers to a welcoming and "different" pleasurable shopping experience. High Town to become known as a pleasant area of the town, and rewarding to visit.	Noted	
118	52	Individual response	General	Support	A well thought out and comprehensive document. It's hard to imagine High Town as a 'specialist area' other than for drugs, crime and deprivation. However, an emphasis on a safe, natural yet contemporary and clean environment for families to live and work in is important and useful. High Town is the missing and neglected heart of Luton and often the first part of Luton seen by visitors and commuters; first impressions are obviously very important. Recreating a village atmosphere is a wonderful idea, respecting and maintaining its rich history and heritage. I just hope that motorists are not discriminated against so it's essential for excellent link roads to be built to minimise the need to cut through High Town and reduce increasing traffic congestion. I can only presume that this planning document has been completed in conjunction with all the other pending plans for re-development of Luton Town centre and Luton Railway and Bus Station i.e. as part of a larger single integrated plan for the re-development of Luton. Thanks for this opportunity to give you my opinions	Noted	

N.	ID	Respondent	Section/Paragraph	Theme	Consultation Responses	Decision	Recommended Responses
119	53	Individual response	General	Support	I have read the report and am generally very impressed. A lot of careful thought has gone into the study. Top priorities should be : i) the inner ring road ii) an attractive, practical pedestrian route from High Town Road to the town centre iii) providing a clear, safe, attractive pedestrian route from William Street to High Town Road The area, especially High Town Road, has a lot of character and history. There are a few interesting but in some cases run down buildings in High Town which should be preserved, for example the whitewashed factory building at the People's Park end of Frederick Street. There should be some specific effort to highlight and preserve aspects of the area's hat-making history. Maybe a High Town trail of some kind?	Noted	
120	10.2	Individual response	General	Technical language/Format	The information is far too technical for the majority of local residents. I didn't even attempt to read the Sustainability Appraisal.	Accepted	The final version of the document will be composed only by Part B, showing the masterplan proposals, the development principles and the design principles and a Glossary will be provided to help the final users to understand the meaning of words which are not of common use.
121	17	Individual response	General	Technical language/Format	This document is far too technical for the majority of the areas population. A simpler more condense format should be produced. I agree there is scope for improvement but the plans are far too drastic for an old historic area	Noted	The final version of the SPD will be reduced, with Section A attached as an Appendix and a Glossary will be added to facilitate the reading of the users.
122	19	Individual response	General	Technical language/Format	Excessively large document to digest properly. Residents need more consultation and information with respect to plans and proposals which will affect OUR LIVES!"	Noted	See comments 15

N.	ID	Respondent	Section/Paragraph	Theme	Consultation Responses	Decision	Recommended Responses
123	9.6	NHS	Part A Section 5 Land Use Recommendations par. 5.1	Type of tenants	Although the SPD refers to High Town as being a transitional area, the amount of shared dwellings in the Sustainability Appraisal appears to be only 1-2%. This does not appear to match empirical information on the area, although it is recognised that 1-2% of properties could support significantly more people in shared accommodation or bedsits.	Not Accepted	High Town is one of the cheapest areas of Luton. Furthermore it is the only area with a significantly transitional role (according to both the Sustainability Appraisal and the Luton High Town Economic, Social, and Land use recommendation implemented in 2004): many people move here temporarily, for example whilst studying or whilst establishing themselves in Luton. This role is reflected in the tenure patterns in the study area which shows a lower proportions of owner occupiers and higher proportions of households that are privately and publicly rented compared to Luton average. Typical buyers in High Town are first time buyers, young couples, investors (buy to rent), commuters moving from London. Typical tenants include students, benefit recipients and those on low income which once again confirm the transitional character of the area.
124	2.4	Environment Agency	Part B Section 8 Par. 8.1 Vision	Vision	An additional 'vision' could be added here addressing the importance of sustainable development?	Accepted in principle	It is considered that the vision is already focused on the achievement of sustainable development in HT, however we will add the word sustainable in the Vision that will be changed to: "To create a sustainable residential neighbourhood that supports a mix of uses including economically successful industry and retail, with better pedestrian access and permeability of the area, more public open space and an enhanced natural environment". Change also wording in Appendix B Par. B.4 Luton Local Plan 2001-2011 and add after "Borough" : "for the achievement of sustainable development in Luton."
125	55.2	Wildlife Trusts	Water Voles	Water Voles	Water Voles are present in various part of the River Lea, which they appear to move freely around. The Water Vole receives legal protection under Schedule 5 of the Wildlife and Countryside Act 1981 and we recommend that an ecological appraisal is undertaken where development is in proximity to the River Lea to determine whether it will impact on water voles or their burrows, and ensure that, if necessary, suitable mitigation measures are included in proposals to safeguard them and their habitat and ensure they remain in favourable conservation status in the local area.	Noted	The River Lea runs outside the study area, therefore not relevant to this SPD.