

Summary of Comments Relating to the Blue Dots on the Sensitive Interfaces Map

from Ivanhoe Project Built Form Workshops in October and November 2011

Dot	Location	Comments
A1	Cnr Heidelberg Rd & Fairy St	Imposition on adjoining residential area due to shadowing & traffic flow increase Boulevard to Waterdale Rd
A2	Waterdale Rd	Waterdale Rd narrow & congested 4 storeys overshadowing will happen, light will not get to properties along Lower Heid Rd, Clarence St - 2 storey devel
A3	Train line near Waterdale Rd	Building on Upper Heid Rd overlooking Bowl area - overshadowing, loss of light, noise, loss of visual amenity, solar capacity impacts from Waterdale Rd to Linton St
A4	Livingstone St	Backyards facing high-rise will have no privacy, no buffer between high-rise & homes
A5	Ivanhoe Station	Ivanhoe Station development on back of Toora St, loss, light, overshadowing, privacy
A6	Livingstone St near Nellie Ibbott Reserve	Interface parkland & Livingstone St development zone
A7	Marshall St	Marshall St (north) existing heritage area
A8	Lower Heid Rd, Young St to Marshall St	Lower Heid Rd - Young St to Marshall St, lack of access Lower Heid Rd to overshadowing, loss, privacy to homes behind
A9	missing	
A10	Cnr Waterdale Rd & Lowe St	Open space & parking is already pressured in this area, don't want to make this worse & increase traffic pressure
A11	Cnr Kenilworth Pde & Upper Heid Rd	no comment (no post it note)
A12	Ivanhoe Plaza	The ridge-line will make the high-rise more imposing
A13	Heid Rd near Willowbank Grv	Entrance to Banyule at Heid Rd bridge, with river both sides are sensitive
A14	Town Hall	Our much loved landmark - Town Hall & clock tower, we don't want any imposing buildings detracting from this. Also - beautiful views of Ivanhoe & city from library - don't want to lose this
A15	Cnr Heid Rd & The Boulevard	Residential scale behind trees, small park as gateway
A16	Darebin Station	Darebin Station, Upper Heid Rd, Lower Heid Rd, key sensitive development site as statement of quality of environment design for Ivanhoe equivalent to Town Hall up hill mainly residential near station
A17	Upper Heid Rd, main shopping strip	Preserve heritage facades & 'village' atmosphere
B1	3 dots, Sparks Reserve, Nellie Ibbott Reserve & Seddon Reserve	These green spaces need to be left alone or with very minimal development i.e. better paths/swings children's play equipment. Not lawn bowls/tennis courts public or private.
B2	Salisbury Ave	Salisbury Ave interface with potential devel., vistas, neighbourhood character, safety for passengers?
B3	Heid Rd near Sparks Reserve	Sparks Reserve, gateway to city, green belt starts, 'Home in Ivanhoe'
B4	Lower Heid Rd	Both sides of Lower Heid Rd to just before Marshall St, the vista opening out from the start of Lower Heid Rd towards East Ivanhoe & the hills is a defining landscape of Ivanhoe
B5	Sparks Reserve	Sparks Reserve, important heritage site - route of old road - first made road in colony - start of local gov't in Vict
B6	Salisbury Ave	Trees, size of buildings, 5-6, over rail station parking!!
B7	Bryant Reserve	Topography. This open space be kept open, treed, to supply sunshine and tree canopy. No parking, good pedestrian, park amenity. Any rise & bulk must be counter-balanced by green open space with large leafy trees. No cheap developments.
B8	Cnr Fairy St & Heid Rd	Development on Fairy St corner (multi-storey) needs to be mindful of the plane trees and shadowing. The rear of any buildings is an issue for neighbours.
B9	Elphin Street	If Elphin St is changed to gain rear access to Heid Rd it will create an island of small group of houses bounded by Fairy, Anerley & Elphin.
B10	Ivanhoe Bowls	Ivanhoe Bowl' unique topography of small homes clustered around recreational areas in an acoustic "bowl" will be adversely affected by multi-storey development
B11	Livingstone St near Miles St	Livingstone St - proposed heights of 5 storeys will block out views & sense of open space
B12	Cnr Salisbury Ave & Rockbeare Gve	Bike access vs. cars & residents houses. Opportunity to get bikes off Heid Rd
B13	Upper Heid Rd near Rocke St	Heritage ensure visual envelope is large enough to protect views/vistas
B14	Clarence Street b/w Young & Linton	No development, these existing houses are completely locked in, they are also subject to flooding.
B15	Heid Rd near Willowbank Grv	Darebin Bridge Hotel - there since 1845 built form, position by the creek is largely untouched?
B16	Upper Heid Rd near overpass	Development/Buildings need to respect residents. Noise, traffic, closing roads.
B17	missing	
B18	Darebin Parklands	Preserve single dwelling. Backyard interfaces with parkland. Wildlife links & networks
B19	Darebin Station	Do not cover the railway line!!!
B20	missing	
B21	missing	

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B22	missing	
B23	Cnr Upper Heid Rd & Studley Rd	No development near or on this open green cool area. Important part of the view along the road 'skyline'
B24	Cnr Upper Heid Rd & Waverley Ave	Keep open garden space on west side of Upper Heid Rd opposite new permitted development. Trees & open aspect is very important.
C1	Study area boundary. Dot on cnr Maltravers & Locksley Rd	The entire boundary between over 2 storeys & higher needs to be staggered. 3 storey on the boundary then gradual.
C2	Cnr Upper Heid Rd & Studley Rd	Ridgeline should not have high-rise on it - concept of a ridgeline reserve - skyline reserve. To it (the "view") is important.
C3	Town Hall	Town Hall/Library should be preserved - and the vistas towards them.
C4	Livingstone St b/w Miles & Shaw	South side Livingstone St overlooking (a separate diagram and photo also form part of this comment)
C5	Lower Heid Rd b/w Linton & Marshall	Lost of view i.e. treetops looking across towards Yarra Parklands. Noise levels. Character loss. High levels along Upper Heid taking over skyline.
C6	Miles St	No building to fence line
C7	Lower Heid Rd	Sensitive Area. To maintain look of Ivanhoe as you enter on the main roads. No developments above 2 storeys b/w Lower Heid Rd, Waterdale, Young, Marshall
C8	Nellie Ibbott Reserve	Sensitive Interface. 3 storey to be the limit so as managed by ResCode. Maud St, Miles, Kenilworth Pde, Wallace St
D1	Town Hall	Town Hall Precinct. Primary icon for Ivanhoe. Maintain visual dominance and views to clock tower. Maintain views from Town Hall. Maintain land for public use.
D2	Darebin Station	Darebin Station. Maintain open views across rail cutting to distance so as not divide Ivanhoe. Sensitive residential interface.
D3	Dot on Norman St b/w Seddon & Waterdale Rd	Rail Corridor Interface. Visual bulk and overshadowing an issue from overdevelopment on steeper slopes.
D4	Ivanhoe Primary	Ivanhoe Primary. How will increased population be educated? How will school expand?
D5	Ivanhoe Station	Station South. Residential interface sensitivity for overshadowing and overlooking.
D6	Bowls & Tennis Club	Bowls & Tennis Club. Need to maintain public space in low density open surrounds. Improve pedestrian access and security of spaces.
D7	Nellie Ibbott Reserve	Nellie Ibbott Reserve. Maintaining public open space. Maintain safe pedestrian access.
D8	Ivanhoe Station	Ivanhoe Station. Maintain open character of Ivanhoe Station in green leafy environs. Do not over develop - rather improve.
D9	Lower Heid Rd Shops	Shopping Group. Important secondary shopping strip accommodating social & convenience shopping. Maintain social spaces and sunlight access & safe areas for school kids meeting.
D10	Aquatic Centre	Ivanhoe Pool. Important public building and open space to be maintained & better facility needed.
D11	Upper Heid Rd near Sparks Reserve	Gateways (Upper Heid Rd). Maintain open views to Ivanhoe
D12	3 dots, Livingstone Rd, Kenilworth Pde, Merton St	Residential Interfaces. Where development interfaces with surrounding residential areas.
E1	Town Hall	Town Hall Precinct (incl library). Iconic heritage listed building. Protect the heritage properties at Ivanhoe Parade (Melcom Estate, A.V Jennings.)
E2	Waterdale Rd near Green St	Too narrow for more cars. Development make this worse.
E3	Library	Library - Sensitive. Concern if future development of library could detract from the iconic Town Hall.
E4	3 dots on Salisbury Ave & St Elmo Rd	The Ridgeline. Protecting the green spaces & vegetation that is around the ridgeline. Go the LOW RISE with trees all covered? Development along ridgeline must not overshadow or wind tunnel.
E5	2 dots on Toora St & Clarence St	Ivanhoe Bowl. Protect the older houses, including Toora Rd. Development nearby, noise. Flooding at Ivanhoe Bowl (old infrastructure). Ivanhoe Bowl access limitations for Lower Heid Rd.
E6	Ivanhoe Station	Train Station. Heritage buildings are under threat.
E6	Darebin Station	Darebin Station. High rise will overshadow. Vehicle access at road from frontages.
E7	Rockbeare Park	Rockbeare Park & residential properties abutting it. Parkland protected, Aboriginal cultural heritage protected.
E8	Studley Rd near Upper Heid Rd	Ivanhoe RSL. Retain & protect.
F1	Cnr Salisbury Ave & Rocke St	Encroachment of Peripheral Retail/Mixed Use against residential use
F2	Nellie Ibbott Reserve	Nellie Ibbott Reserve. Natural drainage basin. Overwhelmed if high rise development adjacent. Narrow interface with Livingstone St already.
F3	Darebin Station	Darebin Station Precinct. Sensitive. Proximity to Darebin Parklands. Not reflect community values.
F4	Ivanhoe Primary	Ivanhoe Primary/Waterdale Rd/Ailsa Grv/Tate St/Lowe St. Infill development meets objective for increased residential density. Ivanhoe Primary 520 students already due to locals and closure of Bellfield PS. Where will extra kids go to school?
F5	Abbotsford Grv	Interface between existing residential and proposed retail mixed use - HEIGHT concern

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F6	Waverley Ave	Interface between existing residential and proposed retail mixed use - HEIGHT concern
F7	Cnr Heid Rd & Fairy St	Fairy St access. Protection of the sweep up Heid Rd up towards Ivanhoe. Increase planting gateway
F8	Cnr Clarence St & Waterdale Rd	Proposed HEIGHT for future development
F9	Car park behind Town Hall	Any development of car park less than 4 storeys
F10	Bryant Reserve	Car park provides unparalleled view of city skyline from street level. Protect view.
G1	Waterdale Rd near Lower Heid Rd	Waterdale Rd (Bowling Green Area). Traffic congestion for local community area - community focus. Visual impact & noise in Waterdale Rd.
G2	Salisbury Ave	Community hub area.
G3	Langs Rd near Livingstone Street	Salisbury Ave. Will be faced by 5 & 6 storeys and destroy the ambiance, shadows etc.
G4	Rockbeare Grove	Homes adjacent to Livingstone St are on small blocks and will be heavily impacted by dense multi-storey development next to them. Livingstone St has heavy pedestrian traffic and this needs to be considered in increasing density.
G5	Kenilworth Pde near Nellie Ibbott Reserve	Rockbeare Grove. Unspoilt area & needs to be preserved.
G6	Upper Heid Rd Shops	Keep low to maintain park access and control traffic. Keep overshadowing on the park to minimum.
G7	Town Hall	Be aware of overshadowing on street because cold dark street is not attractive for cafes
G8	Nellie Ibbott Reserve	Protect views of city centre. Parking amenity.
H1	Town Hall/Library	Must protect parklands
H2	Upper Heid Rd Shops	Council general preserving contact. Meeting space at front of library.
H3	2 dots Toora St & John St	Westpac site. Imposing built form Upper Heid Rd
H4	Ivanhoe Girls Grammar	Overshadowing, privacy, visual bulk.
H5	Lawn Bowls (John St)	Adding to school views from distance
H6	Heid Rd near Rose St	Development of lawn bowls site
H7	Kenilworth Pde near Wynstay Cres	Setbacks for space for existing trees along Heid Rd
H8	Kenilworth Pde	Views impacting amenity, views to city.
H9	Green St	Heights - Kenilworth
H10	Upper Heid Rd near Abbotsford Grv	Extent of study area
I1	Town Hall	Tunnel effect of tall buildings
I2	Library	Art Deco Civic Centre - iconic heritage listed building. No development should take away from the view of the building i.e. all over Banyule such as Eaglemont
I3	Cnr Upper Heid Rd & Studley Rd (Memorial Reserve)	Library & civic precinct - upgrade library i.e. disabled access - no development in surrounding car park land, unless increased underground car parking. Civic area, library to be protected from surrounding development (purpose built library)
I4	RSL - Studley Rd	Anzac park/RSL are Historic Sensitive, RSL - could improve its use capacity as Restaurants etc
I5	Cnr Tate St & Ailsa Grove	Anzac park/RSL are Historic Sensitive, RSL - could improve its use capacity as Restaurants etc
I6	Ivanhoe Primary School	Multi Unit Development brings more people adding to enrolment pressure at Ivanhoe Primary School at capacity 2012 - 525 students
I7	Darebin Station	2 hour restricted parking - Ivanhoe Primary School does not have on site parking for staff
I8	Norman Street	4 storeys eastern side, 6 station side 'preferred height' is a "weasel word" (means nothing at VCAT, can go even higher)
I9	Ivanhoe Bowl (Clarence St?)	Tree line Norman St to be preserved
I10	Eaglemont Station (dot on edge)	"Ivanhoe Bowl" Any high rise development along ridge line will impact the residential area below
I11	Ivanhoe Grammar	Eaglemont Station - no high rise development around station or in the residential areas
I12	Upper Heid Rd Shops	Boys School Ivanhoe Heritage
I13	Ivanhoe Station	Widening main road on one side
I14	Upper Heid Rd near Lower Heid Rd	Ivanhoe Station. No high rise at station - this is a historic destination for tourism
I15	Behind Library	Building at Entrance. The scale of building - too high changes the character around it. Entrance to Ivanhoe
J1	Town Hall	Upper Ridge Shopping Precinct car park essential to traders next to library
		Town Hall is sensitive and needs to be protected. Any development should be low, must not be extensive, forming spaces, mini plazas as open spaces. Something like 2 storeys & Civic Uses in development. The library is not sympathetic with the Town Hall. The performing arts building could be better landscaped. Any development needs to be low & not to obscure the Town Hall, car parking section should be the focus. View likes to it from afar & close views. The clock tower in particular.

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J2	Livingstone St	The properties at Livingstone St & Waterdale shown as 5 storeys. Including the Baptist Church. Church well designed Art Deco façade solution might work well. Building heights should be similar to those at Waterdale Rd.
J3	Sparks Reserve	Sparks Reserve is important (the park should not be included). It's an entrance into Banyule, look over river, links to the Boulevard.
J4	Bryant Reserve	Bryant Park and wedge of parkland near car park and capacity area entered off Ivanhoe Pde. This location gives great views onto the city skyline. Children's playground is important. Public access through park & Ivanhoe Pde important for school children. The car parking area needs to be protected. Access important. Development of the car park should be low scale for more car parking, landscaping and protecting access.
J5	3 dots on Darebin Parklands, Nellie Ibbott Reserve & path through to Ford St	Preserving the open space the links, landscaping in and around open space facilities along this linear link, improving the parkland & no high rise abutting the parkland. Public Art/Sculpture.
J6	Ivanhoe Bowls Club	Retaining tennis courts & bowling club. Ivanhoe Bowl needs to be protected with minimal change.
K1	Civic Precinct	Retain as Civic Precinct with library retained
K2	Upper Heid Rd Shops	How are pedestrians & cars (for those buildings with car parks) going to get access to buildings without loss of shops at ground level? Scale issues.
K3	Linton St	South of Railway. Area bounded by Lower Heid Rd, West of Marshall St, Railway land & Waterdale Rd. This area is largely original or predominantly original dwellings. This small enclosed area has changed little in overall character in over 50 years. This represents Ivanhoe as it has been characterised for many years.
K4	Marshall St	Area of Marshall St, Studley Rd, Upper Heid Rd, Ivanhoe Pde, Norman St. With exception of shop/car park & 2 large school buildings. With exception of ... Units, all buildings are original, pre WW1 stock, often without major external changes, representing Ivanhoe's boom time after opening of railway. Also represent well to do area. *
K5	Ivanhoe Primary	Ivanhoe PS & area to North & West. School is very well integrated into area with having appeal of post WW1 development to Ivanhoe's north. Low slight run-down family houses is the predominant character.
K6	Cnr Lower Heid Rd & Marshall St	Around Lower Heid Rd, Marshall St intersection. The culture of a small "hamlet" as an area with many trees, that hide houses - view from streets looking south to see what I mean
K7	Civic Precinct	Civic Precinct & Shopping Centre (Ivanhoe Strip) has low density & public open space - draft proposed a plaza not high rise residential development on council car park/library. How is it appropriate to build high rise on heritage listed streetscape?
K8	Livingstone St	Residential Areas outside commercial Activity Centre. Existing low density not suitable for families if have dormitory development that gives space on blocks setbacks/landscape, not higher than 2 levels. Outside 2030 proposal for commercial/.... *
K9	Upper Heid Rd Shops	Shopping Centre UHR is narrow. Not visually & environmentally suitable for tower (4-8) storey
K10	North Balwyn (dot on edge of map)	North Balwyn more suitable for 8+ storey development
K11	Central Ave	Interface between Fairy Hills area (residential) & 5 storey area along Heid Rd is a sensitive interface
K12	Marshall St near Studley Rd	Marshall St East side opposite Ivanhoe Girls Grammar - housing quality is good & intact
K13	Rotherwood Rd	Interface with properties in Rotherwood Road
K14	Kingsley St	Southern side Kingsley Street (outside area) housing intact & more overlay protection
K15	Heid Rd	The area along Heid Rd leading into the Ivanhoe shopping precinct should be preserved as a green gateway with low density residences, the possible overshadowing by multi storey buildings on Darebin Station is inappropriate development planning
K16	Dot on edge of map	Since the State Govt seems to be revising the overall plan for Melbourne's development would it not be appropriate to wait for this before planning anything?
K17	Abbotsford Grove	Any multi storey development should have treed buffer zones around them. Anything over 3-4 storeys will change the character of the current Ivanhoe character.
K18	Fairy Street	Development of high density multi-storey residences in Fairy Hills inappropriate
K19	Toora St	Residential area is consistent housing dating back to 1900-1950. Boundary, Marshall St-Lower Heid Rd-Waterdale to Young St through to boundary along railway line.
K20	Ivanhoe Station	Ivanhoe Train Station. Mixed used OK. Reduce building height to 3 storeys, design to reduce noise impact on residential interface.
K21	Upper Heid Rd Shops	Height & heritage streetscape - any new development must maintain heritage shop fronts - new buildings to be built beyond these heights to be sensitive to shadowing & max 4 storeys.
K22	Town Hall	Town Planning Precinct. Maintain all current public facilities - improve car parking facilities - charge for service meters.
L1	Bowls Club	Bowling club area is unique character
L2	Central Ave	Between Merton & Boulevard. Currently residential backs onto proposed heritage & also further up hill into residential historically Fairy Hills & will be destroyed art deco houses.

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L3	Darebin Station	Height & bulk & scale too over.... dominant *
L4	Heid Rd near Kingsley St	Overshadowing of new development to existing limit possible heights to 2 storeys south of Darebin Station
L5	Livingstone St	Height of building block sunlight from houses on the south
L6	Locksley Road	Retain existing character - predominately single of two storeys
L7	Ivanhoe Primary School	Primary School area needs to stay in single home sites - safety for kids
L8	Railway line near Ivanhoe Station	Railway line provides a natural physical boundary & should not be crossed.
L9	Study Area boundary. Dot on Miles St	Decrease size of activity centre back to commercial boundaries
L10	Heid Rd near Merton St	Consider the amount of noise from the new developments within the new city
L11	Dot on edge of map	Council should be more pro-active with development & co-ordinate for the sake of residents amenity
M1	Livingstone St	Long thin spine provide least developmental area per metre on boundary compared to more square shapes. West section of Livingstone St spine is furthest distance from Ivanhoe/Darebin Station in entire proposed area. Interface boundary is property boundary (i.e. fence line rather than road or laneway). East west spine development (high-rise) creates greater overshadowing issues especially to the south of this spine.
M2	Livingstone St near Oriel	Inefficient spine development. Distance to train station excessive compared to other parts of Ivanhoe
M3	Cnr Norman & Marshall St	Level crossing - inadequate for increased development -need to allow for taking road under rail
M4	Wallace St	Concern over height of development proposed e.g. 4-5 storeys
M5	Ivanhoe Station	Need to preserve landscape trees between station car park & Toora St - residences
M6	Town Hall Car Park	Town Hall Car Park - Need to consider visual impact given site is raised above other dwellings on other side of Ivanhoe Parade, 3 storeys maximum, must be set back from Ivanhoe Parade.
M7	Upper Heid Road Shops	Upper Heid Road main shopping centre - 2-3 storeys, 4 would destroy village character
M8	Ivanhoe Primary	Ivanhoe Primary - increased development around Ivanhoe Primary will only worsen the traffic and parking issues at school pick up and drop off times.
M9	no dot	Set back from streets needs to be considered from streetscape and backyards. Area around Wallace St, Kenilworth Parade near Nellie Ibbott Park needs to be kept low development as is.
N1	Darebin Station	Object to development over 2 storeys for the <u>entire</u> northern wedge of Darebin Station.
N2	Ivanhoe Primary	Ivanhoe Primary School - high rise shadowing
N3	Livingstone Street	Livingstone Street too narrow to accommodate tree planting
N4	Bowling Club	No shadows on the bowling green
N5	Darebin Station	Landscape along the railway line? Who pays for it & how is it maintained? Pedestrian link & underpass. Is it a parking bay or not?
N6	Lower Heid Road	Houses along Lower Heidelberg Rd b/w Linton and Waterdale Road do not have access to their houses from Lwr Heid Rd. They must use the single lane Clarence St which could not accommodate such huge developments & accompanying traffic.
N7	Clarence St	Flooding - Clarence St is an old creek bed therefore often subject to flooding as storm water & sewerage drains inefficient and unable to cope with water excesses. Further development from ridgeline south will increase risk & incidence of flooding issues due to increased run off.
N8	Clarence St	Clarence St is a narrow concrete <u>laneway</u> and as such cannot carry large volumes of traffic
N9	Cnr H'berg Rd & Marshall St	Two storey development appropriate as it is predominantly a residential area.
N10	Young St/Linton St	Young St/Linton St parking issues - We are already inundated with train commuter parking issues, Ivanhoe Grammar School traffic/parking. Tennis/Bowls parking issues. Residents already struggling to find parking in street. Therefore 2 storey development ONLY.
N11	Cnr H'berg Rd & Marshall St	Traffic - A traffic study would be beneficial to be done during peak times around Young St, Waterdale Rd into Lwr Heid Rd, Linton St into Lwr Heid Rd & traffic related to Ivanhoe Grammar school and train commuters to Ivanhoe Station.
N12	Cnr Marshall St & Toora St	Create an underpass for the trains to rectify the congestion
N13	Ivanhoe Station	Ivanhoe Station - Young Street - Entrance into train station via Young St would benefit from being closed as many students and commuters use the entrance into out of station via Young St and is very unsafe with car traffic during peak times.
N14	Tennis Club	Tennis Club - Ivanhoe - Young St & Bowling Green - Important space for community use and recreation. A must keep & protect!!
N15	Darebin Station	Object to development of northern wedge of Darebin Station (bike shop precinct) over 2 storeys in height
O1	Town Hall	Want to prevent visible buildings higher than Town Hall from surrounding valley (Town Hall iconic)
O2	Cnr Livingstone St & Wallace St	Concerned with traffic as over development already. Long term resident and we are unable to get car park outside as people in units have more than one car. Street is already a cut through as cars want to avoid traffic at lights cnr Upper Heid Rd & Livingstone St
O3	Town Hall	Development above the current building height of chamber is not acceptable. This DOES NOT MEAN CLOCK TOWER HEIGHT.
O4	Ivanhoe Station	Traffic flow & amenity here is the first priority

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P1	Linton St	Linton Street Sensitive Area - Allowing more than 3 storeys on Lower Heid Rd will not only affect the amenity of the area; but it will increase visual bulk from Linton St; will increase traffic flow; increase drainage problems; reduce parking in area. More than 3 storeys development will have major impact on noise; amenity especially where there is a mixture of residential and retail use. Car parking will be a problem as development will seek waiver and/or reduction of car parking. This will affect amenity/parking/traffic and pedestrians.
P2	Cnr Marshall & Lwr Heid Rd	Traffic Congestion - Marshall St, Lwr Heid Rd - maximum 3 storey for petrol station, maximum 2 storeys elsewhere
P3	Coles	Coles redevelopment maximum 4 storey with very large set backs
P4	Livingstone St	Livingstone St very narrow street is residential and any more than double storey buildings will be problematic in terms of privacy overshadowing.
P5	Livingstone St	Child care centre/kinder on Livingstone St, kids need light and privacy
P6	Livingstone St	Any development on Livingstone St will affect Shaw Street residents
P7	Kenilworth Parade	Kenilworth Street maximum double storey. The street is already carrying too much traffic.
P8	Nellie Ibbott Reserve	Around Nellie Ibbott - laneways too narrow for more development maximum 2 storeys
P9	Livingstone St	No comment attached
P10	Ivanhoe Primary	Around Primary School - overcrowding, traffic
P11	H'berg Rd	979 Heidelberg Road subject to 3 storey apartment (22 units) proposed - larger site .1000sqm suitable development site will upgrade area with quality architecture
P12	Alisa Grove	Overlooking issues from medium density along Alisa Grove, to Primary School. 2 storey max. height limits recommended

* Writing was difficult to read, some educated guesswork involved in typing comments