



# PORT MELBOURNE VIEWS AND VISTAS STUDY

Final Report  
Prepared by David Lock Associates  
In collaboration with the City of Port Phillip

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DAVID LOCK  
ASSOCIATES  
TOWN PLANNING & URBAN DESIGN





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## APPENDIX A - 67 INITIAL VIEWS AND VISTAS

Note: During the development phase of this Views and Vistas Study a town planning application was lodged for 1-7 Waterfront Place. In order to ensure that this occurrence did not in any way inform or affect this study the project team at David Lock Associates did not see or discuss the town planning application. The only information known of the proposed development at 1-7 Waterfront Place is that which was published in The Age newspaper on 8 December 2012.



# SECTION 1 INTRODUCTION







## 1.1 DAVID LOCK ASSOCIATES

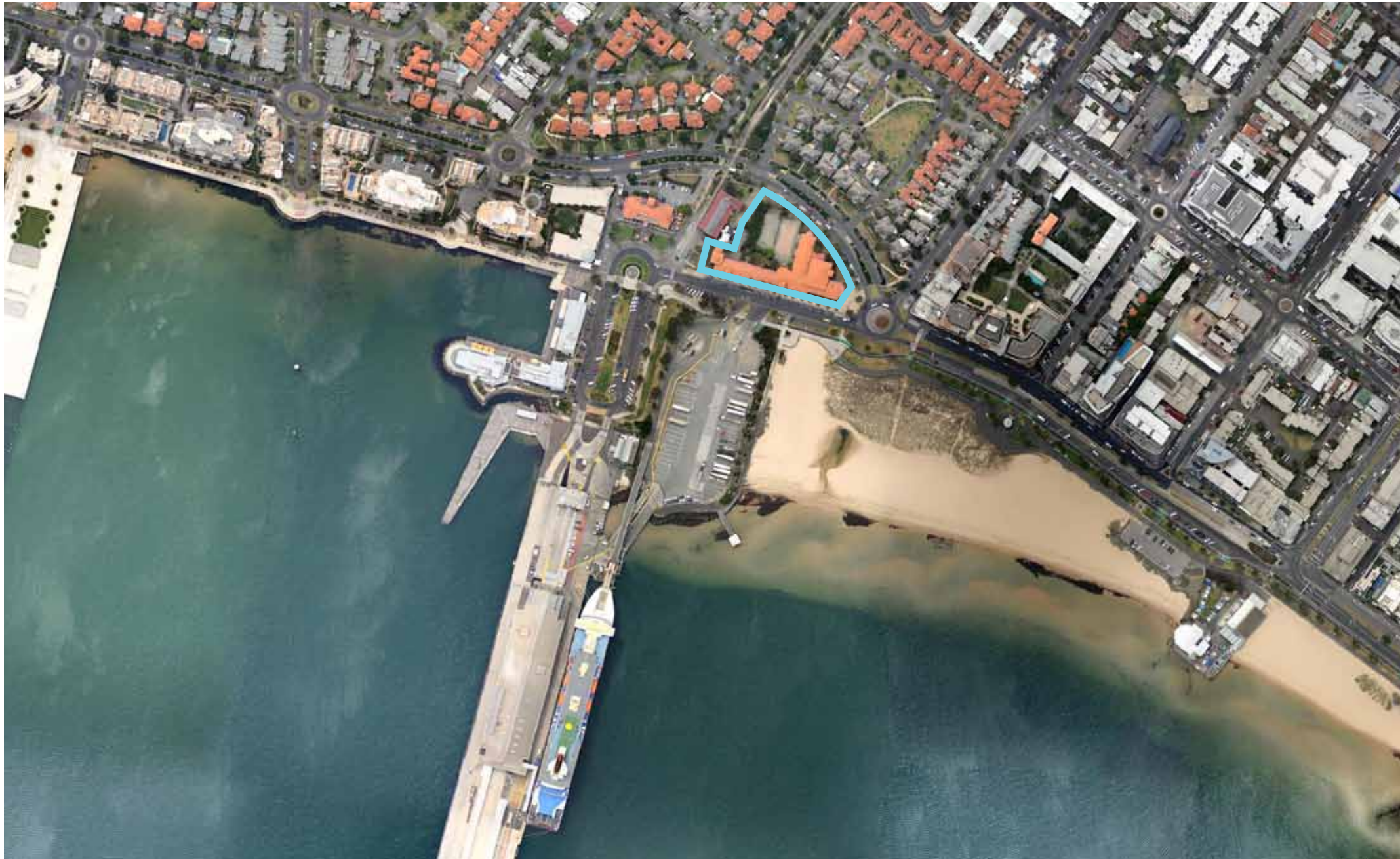
David Lock Associates is a specialist town planning and urban design consultancy with a drive to imagine the people and places of tomorrow.

David Lock Associates brings to this study a proven track record in preparing Views and Vistas studies, typically with these being part of greater strategic planning and urban design studies. We also bring an appreciation that place making is important and integral to the creation of great cities and that the creation of places for tomorrow requires a specialist experienced approach to strategic planning and urban design.

David Lock Associates has previously undertaken the following works for the City of Port Phillip includes:

- St Kilda Foreshore UDF
- St Kilda Foreshore UDF Follow on
- South Melbourne Central UD advice
- Red Bears Panel
- Elwood Urban Design Guidelines
- Ormond Road DDO
- Ormond Road Urban Design Guidelines
- South Melbourne Panel
- Ormond Road Panel
- 95-101 Bay Street, Port Melbourne
- Port Phillip MSS Graphic Design
- Carlisle Street UDF
- Port Phillip DD01 Review
- 141 Chapel Street, East St Kilda
- Kings Way DDO Review
- Carlisle Street, MAC Capacity Assessment
- CoPP Heritage Drawings
- South Melbourne UDF and DD08 Review
- Urban Design Advice DD03-5&7
- South Melbourne Industrial Precinct Structure Plan and UDF
- Review of DD03&4
- CoPP C80 (Carlisle Street)





## 1.2 SITE AND STUDY AREA

The subject site for this Views and Vistas Study is 1-7 Waterfront Place, Port Melbourne as shown on the left in the aerial photo. The site currently contains a 1-2 storey building which is disused. This building used to accommodate social and recreational facilities and a sales office. There are also two tennis courts on site, however the public use of these facilities has mostly ceased (the swimming pool and one of the tennis courts are still used sometimes by public bookings).





The study area for this piece of work is the same as the study area used in the preparation of the Draft Urban Design Framework (UDF), December 2011 and is identified in Figure 1.

FIGURE 1- STUDY AREA



### 1.3 BACKGROUND TO THIS STUDY

The City of Port Phillip began undertaking the Port Melbourne UDF in 2010 to guide future development and investment in this key waterfront location. The purpose of the UDF is to give direction to future public realm improvements on the Port Melbourne waterfront, reflecting the area's significance to Melbourne and also improving its year-round look, feel and function, for both residents and visitors.

In December 2011 the City of Port Phillip endorsed the draft Port Melbourne Waterfront UDF for the purpose of public consultation. The consultation on the draft UDF ran for five weeks in February and March 2012. 163 submissions were received, with a number expressing concern about the visual impacts associated with the redevelopment of the subject site (1-7 Waterfront Place).

In response to the significant community concern about the UDF proposals for the Waterfront Place Precinct, on 13 and 27 March 2012 Council resolved to, amongst other things:

- Undertake an analysis of views and vistas to and from Waterfront Place.
- Prepare detailed design guidelines for the site located at 1-7 Waterfront Place taking into consideration the urban design guidelines adopted by Council in November 2009 and the regulatory framework that applies to the land in particular current planning controls and consistent with all existing relevant covenants.
- To undertake a Transport and Access Study which URS are presently doing in parallel to this Views and Vistas Study.

### 1.4 PURPOSE

The purpose of this study, as defined in the project brief is as follows:

- This study will assess the visual impact of potential development at 1-7 Waterfront Place on the Station Pier passenger arrival experience, as well as surrounding neighbourhood of Port Melbourne.
- The study will inform the preparation of detailed design guidelines for a future potential development at 1-7 Waterfront Place, Port Melbourne.
- The analysis will also be used by Council to revise the urban design concepts for Waterfront Place Precinct described in the Port Melbourne Waterfront UDF, December 2011.

### 1.5 AIM

The aim of study is:

- To determine the most significant views and vistas as they relate to the site; and
- To assess the visual impact of potential development of the site.

### 1.6 EXCLUSIONS

This assessment is based solely on a visual impact assessment. It does not consider any development economics such as feasibility or traffic considerations such as car parking and access. However, it does consider some basic development rules of thumb such as floor to ceiling heights, building depths and length of corridors and core locations to ensure that the building envelopes tested are realistic and not fanciful.

### 1.7 NEXT STEPS

This study will inform the preparation of detailed Design Guidelines for 1-7 Waterfront Place. This work will be used to finalise the UDF for adoption in mid 2013.





## 1.8 EXISTING CONDITIONS

The subject site is known 1-7 Waterfront Place and is currently occupied by the predominantly single storey building delivered by Mirvac as part of the Beacon Cove Estate in the 1990s (with a two storey element to mark the corner of the site). The existing building fronts predominantly onto Waterfront Place, while the rear of the building addresses the Beach Street frontage. There are two tennis courts to the rear and side with vehicle access to their west adjacent to the heritage Port Melbourne Station building.

In 2009 prior to the City of Port Phillip being the planning authority for Beacon Cove - Council commissioned MGS Architects to prepare urban design guidelines for the subject site. The MGS report determined that a maximum built form height of 21m RL (5 storeys) with setbacks was appropriate. This was determined utilising a 3D model and design principles relating to sunlight access and overshadowing impacts on the foreshore, promenade and beach areas.

We considered that the scale and massing proposed by MGS results in a building envelope that is unrealistic from both a development feasibility perspective and would result in a 'wedding cake' built form that is undesirable for such a significant gateway location.

Under the current planning provision there is a 3 storey maximum height limit across the site (the draft Port Melbourne Waterfront UDF indicates the potential to accommodate two high-rise towers of 10 and 14 storeys).







## 1.9 COMMUNITY CONCERNS

During the Port Melbourne Waterfront UDF consultation process the community highlighted the following:

- There are many important views and vistas, including views towards the CBD upon arrival at Station Pier;
- There are key views across the site towards the CBD skyline from Station Pier;
- Overshadowing and wind is a concern in this area; and
- The heritage Port Melbourne Station building must be celebrated and not undermined.

Quantitative data gathered during the consultation process identified the following in regards to building heights for 1-7 Waterfront Place:

- 44% of respondents wish to see no change (1-2 storeys);
- 25% of respondents wish to see building heights of between 3-5 storeys;
- 17% of respondents support the draft UDF proposed (10-14 storeys) or higher; and
- 14% of respondents stated other or did not give a response.

The community concerns with respect to built form and building heights as proposed in the draft Port Melbourne Waterfront UDF for the subject site can be summarized as follows:

- Overpowering domination of surrounding places;
- Amenity impacts of the surrounding public realm;
- Loss of community facilities;
- Inconsistency with views/opinions expressed during development of the Draft UDF;
- Blocking of views of the city skyline;
- Lack of building scale transition to surrounding low rise;
- Lack of respect for existing surrounding context;
- Diminishment of the heritage Port Melbourne Station building; and
- Traffic congestion.



1.10 POLICY CONTEXT

From an urban design perspective, the key planning controls, policies, incorporated and reference documents in the Port Phillip Planning Scheme include:

ZONES & OVERLAYS

- Clause 37.02: Comprehensive Development Zone – Schedule 1 (CDZ1)**

Seeks to provide view corridors to Port Phillip and the waterfront. It policy that: All use of land including open space must be in accordance with the Beacon Cove Concept Plan No. 1 and the Beacon Cove Precinct Plan No.1. The Beacon Cove Precinct Plan No. 1 identifies the site as being within the Commercial and Leisure Precinct, which imposes a maximum height of 3 storeys and is defined by any use listed within schedule 1 for which a permit is granted. A building must not exceed the maximum height unless otherwise agreed to by the responsible authority. It is policy that, at least 30 percent of the area within the Civic Promenade Precinct shown on the Beacon Cove Precinct Plan No. 1 must have access to available sunlight at 11:00am on 22 March unless otherwise agreed to by the responsible authority.
- Clause 42.01: Environmental Significance Overlay – Schedule 4 (ESO4)**

Seeks to manage potential conflicts between land in the port environs and the adjoining Port of Melbourne. Land within this overlay should not be developed for any purpose that might compromise the long term protection and expansion of port operations, infrastructure and associated storage facilities.

- Clause 43.01: Heritage Overlay (HO48)**

Partially covers the review site to the west. Seeks to ensure that development does not adversely affect the significance of heritage places. Outlines a number of design guidelines that are to be considered before deciding on an application. The responsible authority must consider: Whether the location, bulk, form or appearance of the proposed building will adversely affect the significance of the heritage place and whether the proposed building is in keeping with the character and appearance of adjacent buildings and the heritage place.
- SPPF**

**Clause 15.01: Urban Environment**

Seeks to apply the following design principles to development proposals for non-residential development or residential development:

  - Design of interfaces between buildings and public spaces, including the arrangement of adjoining activities, entrances, windows, and architectural detailing, should enhance the visual and social experience of the user.
  - Site consolidation should not result in street frontages that are out of keeping with the complexity and rhythm of existing streetscapes.

MSS

- Clause 21.05-2: Urban Structure and Character**

  - Ensure development reflects the change in topography from the rise at St Kilda Hill to the flatness of South Melbourne and Port Melbourne to the northwest and Elwood to the south.
  - Retain the contrast of higher-rise ‘city form’ of Melbourne’s CAD, Southbank and Fishermans Bend Urban Renewal Area against the traditional low-rise built form of Port Phillip.
  - Achieve a graduation in building scale and massing between areas of medium and higher density development within activity centres to the traditional low-rise, fine grain scale of established residential areas.
  - Require new development to respect and not detract from the scale, form and setbacks of nearby heritage places in the Heritage Overlay.
  - Ensure that new development at increased densities provides a transition in scale to any adjoining lower-rise development.

**Clause 21.05-3: Urban Design and The Public Realm**

Seeks to encourage active street frontages at ground floor level in retail and mixed use areas. Retail areas, through predominantly clear glazing from footpath level to a height of 2 metres with pedestrian entries at least every 15 metres. Commercial and mixed use areas, through at least 50% clear glazing between a height of 1 metre and 2 metres above footpath level with pedestrian entries at least every 30 metres.

- Clause 21.06: Neighbourhoods**

Seeks to establish a new planning control framework for the now completed area of Beacon Cove, to ensure future development contributes to its established and consistent neighbourhood character. Seeks to manage the residential interface in Beacon Cove with future development along the foreshore, including Princes Pier, to minimise conflicts.
- LOCAL PLANNING POLICIES**

**Clause 22.04: Heritage Policy**

It is policy to:

  - Encourage new development to be respectful of the scale, form, siting and setbacks of nearby significant and contributory buildings.
  - Disregard the impact of buildings that are obviously atypical to the character of the streetscape when determining the appropriate mass and scale for new buildings or extensions or upper storey additions.
- Clause 22.06: Urban Design Policy for Non Residential Development and Multi Unit Residential Development**

Seeks to encourage new development to preserve the visual prominence of key landmarks in the municipality. Seeks to encourage the design of new development to generally express the urban grain and block pattern of subdivision and provide facade articulation. It is policy to, encourage new development to protect and enhance pedestrian spaces, streets, squares, parks, public space and walkways (see Performance Measure 1). If elements of the buildings greater than 3 storeys in height are set back behind the 3rd storey level (unless otherwise specified in a DDO) the development will have the policy outlined above.





# SECTION 2 SIGNIFICANT VIEWS AND VISTAS



## 2.1 INTRODUCTION

This section identifies the process used to determine the locations from which there are Significant Views and Vistas. Once determined, we will test different scenarios from these Significant Views and Vistas to assess their visual impact and determine an appropriate height and massing for 1-7 Waterfront Place. In short, the process to select the Significant Views and Vistas was as follows:

- Initial Area Selection;
- Preliminary Views and Vistas Selection;
- Site Inspection;
- Refinement of Views and Vistas; and
- Application of selection criteria and final selection of Significant Views and Vistas.

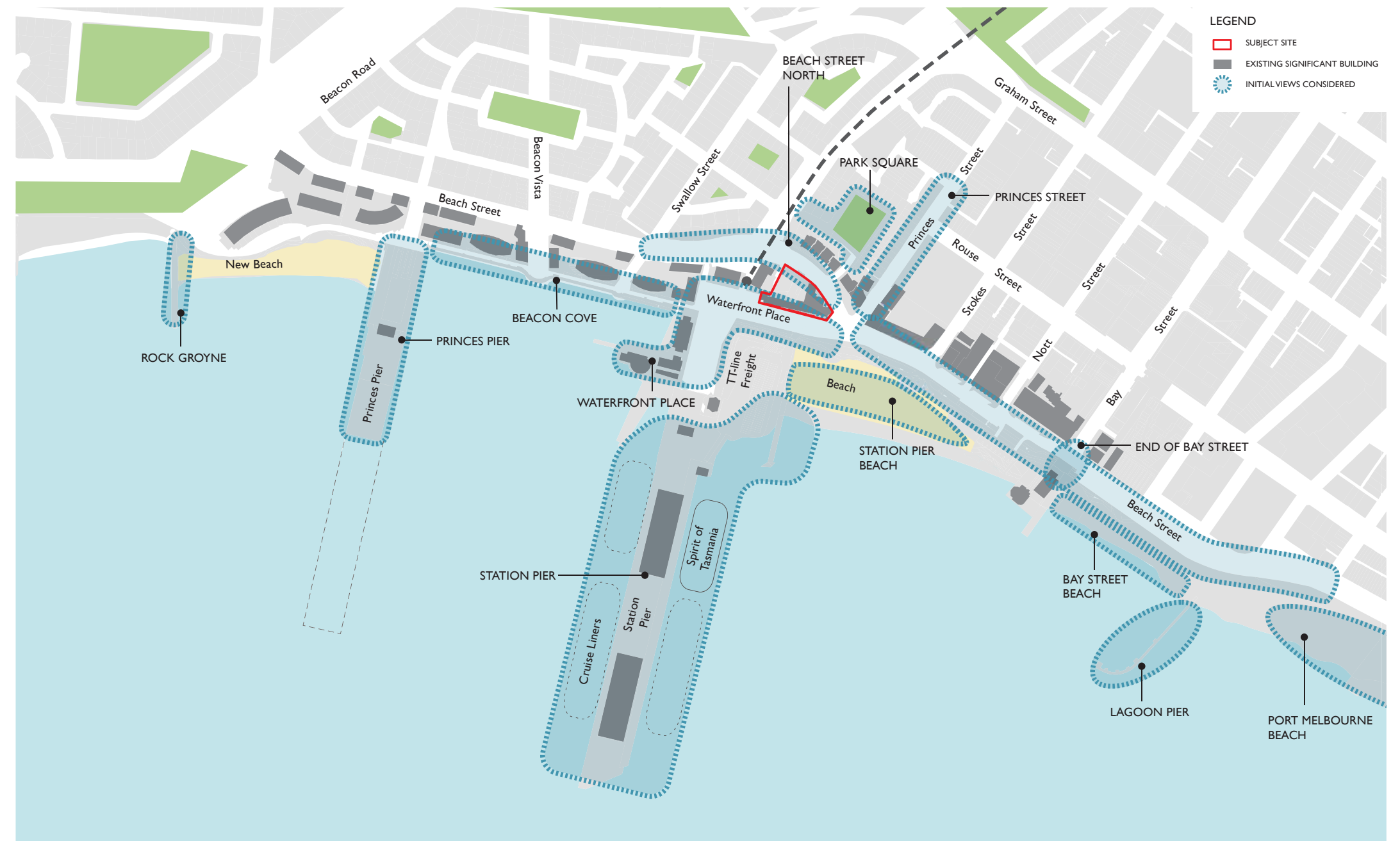
## 2.2 INITIAL VIEWPOINT SELECTION

It was determined that in order to fully understand and assess the potential impact of development on 1-7 Waterfront Place, we needed to consider the site from all angles, from both long and short views and vistas.

We undertook a desktop analysis of the surrounding area and determined 14 broad areas from which views needed to be assessed.

This section of the report documents the 14 areas surrounding the subject site from which initial site inspections were undertaken. The following Figure indicates the initial place locations that were identified via a desktop analysis followed by targeted site inspections where undertaken to in order to investigate the views and vistas looking towards the subject site.

FIGURE 2: INITIAL PLACE LOCATIONS





## 2.3 SITE INSPECTIONS

David Lock Associates undertook three separate site inspections. These inspections took place on the following dates and locations to:

- 31.10.12 – Station Pier;
- 08.11.12 – Spirit of Tasmania; and
- 14.11.12 – all other precincts.

The site inspections could not all occur on the same day, due to security clearance and permission being required by the Port of Melbourne and TT-Line (the operators of the Spirit of Tasmania) in order to gain access to Station Pier and the Spirit of Tasmania.

Also a separate site inspection was undertaken by a City of Port Phillip officer on 13 November 2012 to document the view from a visiting Cruise Ship.

The following Figure summarizes the locations (within each Place) from which the views and vistas were documented. In total 67 Initial Views and Vistas were considered.

All photographs were taken from standing eye level (1.6m above ground or floor level) looking towards the site at approximately 90 degrees. All photographs taken by David Lock Associates were done so using a Nikon Digital SLR Camera with a 35mm lens.

Appendix A contains the panoramic photographs of all 67 Initial Views and Vistas and the GPS locations for all photographs taken on 14.11.12.

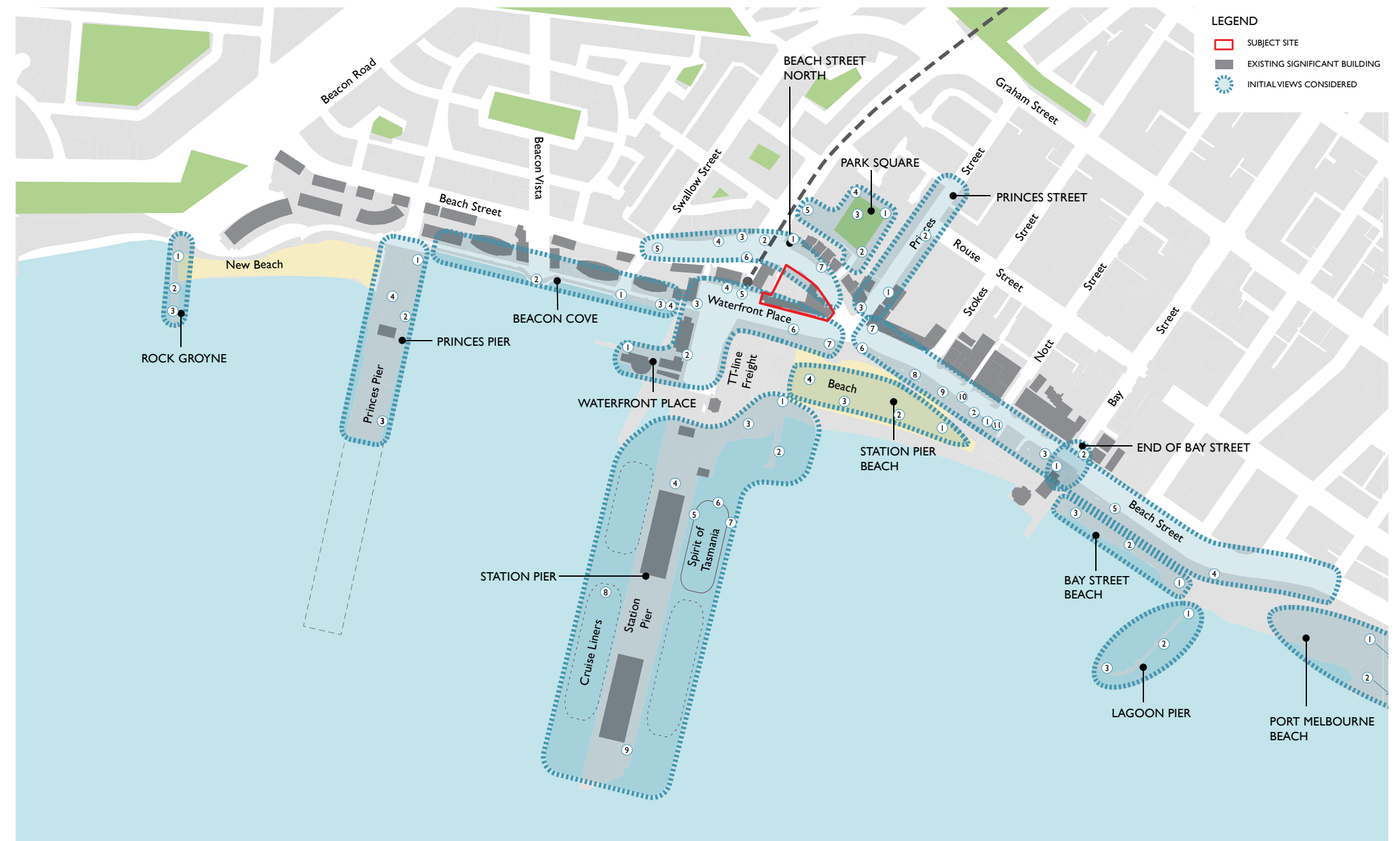


FIGURE 3: INITIAL VIEWS AND VISTAS



2.4 SIGNIFICANT VIEWS AND VISTAS SELECTION CRITERIA

Once all the potential locations were documented David Lock Associates, in collaboration with the City of Port Phillip officers developed criteria from which to assess the Initial Views and Views. These criteria were agreed through a collaborative workshop between David Lock Associates and Council officer held on 23.11.12. The agreed selection criteria is as follows:

AN OVERARCHING PRINCIPLE WAS DETERMINED: BEING THAT ALL IDENTIFIED LOCATIONS MUST BE EITHER FROM WITHIN THE PUBLIC REALM AND FROM PUBLICLY ACCESSIBLE AREAS.

The following table (Table 1) contains the selection criteria used.

SIGNIFICANT VIEWS AND VISTAS SELECTION CRITERIA	ORDER OF IMPORTANCE
Places where significant amounts of people congregate and celebrate. Such as, the nearby waterfront promenades and cafes next to the Port Melbourne tram stop or the beach Places that are important socially and culturally	High importance
Places where long vistas are maintained for significant periods of time. Such as along Beach Street, the waterfront bike paths and walking paths	High importance
Elevated places where a view or vista across the site towards the Melbourne CBD skyline is possible. Such as from the ship/s docked at Station Pier.	High importance
Places where a stationary person can obtain a view or vista towards and across the site. Such as from public seating or pedestrian crossings.	Medium importance
Places that have a direct and uninterrupted views to and across the site. Such as from along the southern footpath in Waterfront Place opposite and near the site.	Low importance (not chosen)





## 2.5 SIGNIFICANT VIEWS AND VISTAS

As a result of reviewing the Initial Views and Vistas against the above selection criteria 7 Significant Views and Vistas were determined. These viewpoint locations provide for a thorough assessment of future built form at 1-7 Waterfront Place from a visual impact perspective. They allow for consideration of development on the subject site from all directions towards the site (from both long and short distances) and also cover the view experiences of both local residents and tourists arriving by ship.

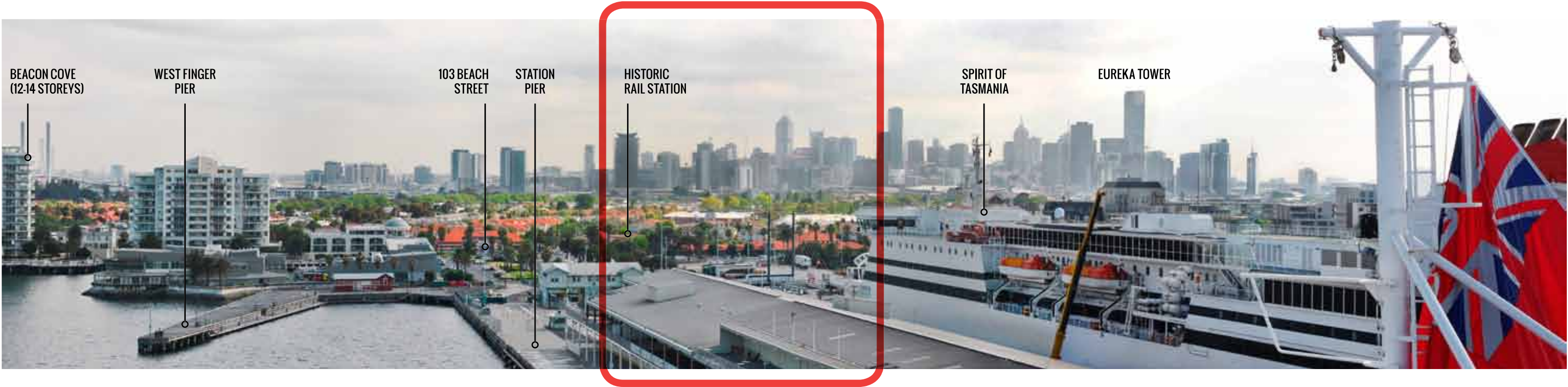
The following Figure identifies the location of these 7 significant views and vistas, and the following pages contain the existing conditions photos that document the existing views and vistas.



FIGURE 4: SIGNIFICANT VIEWS AND VISTAS



STATION PIER - VIEW 1





## STATION PIER - VIEW 2





STATION PIER - VIEW 3





## WATERFRONT PLACE - VIEW 4





PARK SQUARE - VIEW 5





## BEACH STREET - VIEW 6





END OF BAY STREET - VIEW 7





# SECTION 3

# SCENARIO

# DEVELOPMENT





3.1 INTRODUCTION

The Scenario Development and subsequent testing has been through a rigorous process. This process involved applying a number of Key Urban Design elements. This process has resulted in the creation of (through a number of tables as documented in this report), the definition of possible built form response options. These tables were used to determine suitable built form scenarios that were subsequently tested from the Significant Views and Vistas locations.

The creation of tables and process was as follows:

**Table 2: Performance Criteria and Possible Design Responses**

- 1. Definition of key planning and urban design elements and sub elements
- 2. Development of performance criteria
- 3. Identification of possible design responses

**Table 3: Design Objectives and Built Form Response Options**

- 4. Identification of existing conditions as they relate to the key planning and urban design elements
- 5. Articulation of design objectives
- 6. Definition of built form response options

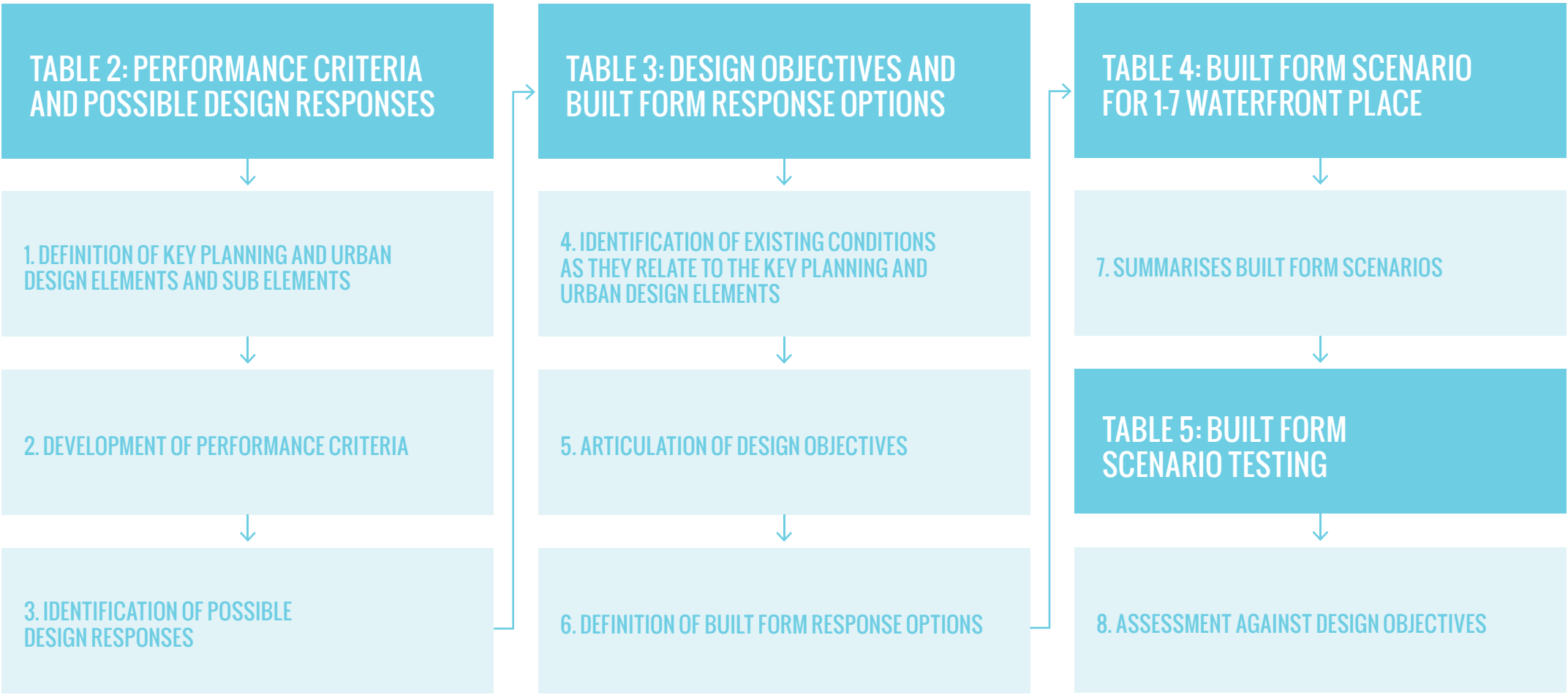




Table 2: Performance Criteria and Possible Design Responses

TOPIC	TITLE	PERFORMANCE CRITERIA	POSSIBLE DESIGN RESPONSE
<b>Legibility</b> Is the structure of the city easily grasped and readily navigable?	View corridor	Maintain views of significant landmarks and other points of visual reference	LANDMARKS (PRIMARY AND SECONDARY), VIEWPOINTS AND CORRIDORS ARE PRESENT: height and setback policies can minimise impact of built form on defined view corridors, panoramas, prospects or skyline profiles
	Movement Hierarchy	Express the hierarchy of movement corridors	MOVEMENT CORRIDORS THAT ARE IMPORTANT TO LEGIBILITY (EG BOULEVARDS, MAIN ROADS) ARE PRESENT: distinctive built form scale and siting, applied consistently along key pathways, can reinforce the difference between boulevards, main roads and local streets
	Urban edge	Reinforce an urban ‘edge’ or help to define an urban or street space such as park, square, grid convergence	URBAN EDGES (EG ESCARPMENTS), PARKS, SQUARES AND SPACES CREATED BY GRID CONVERGENCES THAT ARE IMPORTANT TO LEGIBILITY (EG THE FORESHORE) ARE PRESENT: continuous, consistent built form scale and siting can reinforce such edges
	Activity centre	Emphasise the location of important centres of activity and intersections	IMPORTANT CENTRES OF ACTIVITY (EG KEY COMMUNITY ACTIVITY CENTRES, TRANSPORT NODES) OR JUNCTIONS / INTERSECTIONS ARE PRESENT: contrasting scale and siting of built form, including use of landmarks, can accentuate these locations.
<b>Character</b> How is one place different from another?	Scale and siting	Respond to the scale and siting of existing streetscapes	AREAS WITH CONSISTENT BUILT FORM SCALE AND SITING ARE PRESENT: policies consistent with existing built form can help to consolidate the existing character  AREAS WITH CONSISTENT BUILT FORM SCALE AND SITING IS INTERRUPTED BY EXCEPTIONS (EG OCCASIONAL TALLER BUILDINGS) ARE PRESENT: a transition in built form scale or siting can be introduced, or work towards eventual consistency  AREAS OF MIXED SCALE AND SITING ARE PRESENT: opportunities may exist to introduce a new character, with architectural treatments (rather the scale and siting policies) used to respond to different scales of building  BOULEVARDS OR OTHER STREETS WITH SIGNIFICANT TREE AVENUES ARE PRESENT: consistency of scale and siting may be less important provided the tree canopies remain dominant.
	Townscape grain	Maintain significant townscape / subdivision grain / laneway patterns	AREAS OF FINE-GRAIN SUBDIVISION PATTERN ARE PRESENT: this character can be maintained and strengthened by preserving laneways and reflecting the subdivision pattern in the massing and articulation of built form
	Topography	Take into account opportunities provided by topography	DISTINCTIVE TOPOGRAPHICAL CHARACTERISTICS (EG HILLTOPS OR DEPRESSIONS) ARE PRESENT: low lying areas of land can provide opportunities to accommodate higher development with less impact (from a distance); alternatively, taller buildings can help to accentuate topography characteristics such as hilltops.



TOPIC	TITLE	PERFORMANCE CRITERIA	POSSIBLE DESIGN RESPONSE
<b>Character</b> How is one place different from another?	Intensity of activity	Maintain the level of activity in the street	Built form does not significantly affect the level of activity in the street Increased built form will significantly affect the level of activity in the street
<b>Environmental Sustainability</b> Is the city form sustainable?	Car dependence	Assist in reducing reliance on car based living and working environment	Tram route 109 (light-rail) is present: higher density development located close to public transport can improve environmental sustainability
	Infrastructure capacity	Produce a level of activity that capitalises on, and is congruent with, the infrastructure capacity of the area	Physical and social infrastructure (eg roads, car parks, sewers, social services) is able to accommodate any increased demand
	Environment/Emissions	Encourage building siting and design that minimises finite resource use and emissions that are harmful to the environment	The likely individual building form will allow non-renewable low energy usage and low harmful emissions, and allow changes in use over time (eg passive environmental control, thermal insulation possibilities)
<b>Private Amenity</b> Are home and work environments of sufficient quality?	Private views	Maximise opportunities to experience desirable views and vistas	VIEWES OR VISTAS ARE AVAILABLE FROM EXISTING BUILDINGS: scale and sitting policies can be used to help protect them POTENTIAL VIEWES OR VISTAS ARE AVAILABLE FROM FUTURE BUILDINGS: scale and sitting polices can be used to help exploit them
	Private amenity (internal)	Produce internal living (or work) environments of acceptable quality for this type of use and area	Adequate access to daylight is available in existing residential buildings, and any additional noise minimized
	Private amenity (external)	Produce private external space(s) of acceptable quality for this type of use and area	Adequate access to direct sunlight is available to existing private open space areas during the winter months (ie on 22nd September)
<b>Public Realm Amenity</b> Are street and other public spaces attractive for outdoor activity?	Public sunlight	Allow adequate sunlight access to public open spaces, major pedestrian thoroughfares and activity centres	Sunlight access is available on 22nd September to the areas identified
	Street activity	Encourage street level activity (eg sitting, walking) along major pedestrian thoroughfares	The built form presents an active, human scale frontage to the street



TOPIC	TITLE	PERFORMANCE CRITERIA	POSSIBLE DESIGN RESPONSE
<b>Public Realm Amenity</b> Are street and other public spaces attractive for outdoor activity?	Pedestrian safety	Maintain or improve the perception of a safe pedestrian environment	The built form is able to provide ground level interface (eg doorways and windows at street level) and clear sight lines for pedestrians; blank walls, alcoves, half basements and frequent driveway interruptions are avoided
<b>Economic Development</b> Does the city form allow for sustainable economic growth?	Economic development	Encourage sustainable economic development	BUILT FORM CHANGE IS INDEED IN THIS AREA TO SUSTAIN ECONOMIC GROWTH: built form policies can assist in facilitating redevelopment by allowing or facilitating development of the appropriate kind (eg built form suitable to mark a City gateway location and activity centre, or for taller residential buildings in locations with views)
	Development demand	Accommodate development typed expected to be in demand	This area has been identifies as being subject to development demand: built form policies can assist in accommodating desired development types
	City image	Add to the city's image as an attractive gateway, prosperous and innovative place	Innovative design approaches should be encouraged
<b>Social and Cultural Values</b> Does the fabric embody the community's social and cultural values?	Heritage	Protect and respect cultural heritage	Built form policies respecting the existing built form can help to conserve the heritage significance of the area  Built form policies that respond to the scale and siting of built form with heritage significance can help to conserve the heritage significance of the area
	Openness/ distant views	Retain the sense of openness and access to distant views valued by the community	STREETS OR OTHER PUBLIC SPACES IN THIS AREA HAVE A SENSE OF OPENNESS AND ACCESS TO VIEWS OF A DISTANT HORIZON AND TOWARDS THE CITY SKYLINE VALUED BY THE LOCAL COMMUNITY: scale and siting policies can minimize impacts on these
	Continuity	Maintain continuity in the evolution of the city's character	Buildings and urban or landscape forms that trace the evolution of the area are able to be retained even redevelopment areas
	Design quality	Encourage high quality architecture that is respectful of its context	The built form policies include design quality objectives and contextual parameters, while allowing sufficient flexibility for creative designers



Table 3: Design Objectives and Built Form Response Options

This table identifies the existing conditions as they relate to the Key Urban Design Elements, then articulates design objectives in response to the existing condition and then provides a series of built form response options.

SHORT TITLE	EXISTING CONDITION	DESIGN OBJECTIVES	BUILT FORM RESPONSE OPTIONS
LEGIBILITY			
View Corridor	Views to City Skyline (tops of buildings) are available	To minimise encroachment into these views	Encourage slender building/s that allow distant vistas towards the city from significant locations
Movement Hierarchy	Beach Street is a significant movement corridor as is Waterfront Place  Waterfront Place is a significant place of arrival for national and international visitors  Beach Street boulevard character  Terminus of a major tram line	To create a sense of arrival  To reinforce the boulevard character  To reinforce the significant movement corridors	Ensure high quality architecture using higher development  Create a landmark using higher development
Urban Edge	The foreshore is an edge of the city typically defined in this locality by a hard urban built form  Specifically at the subject land this edge is less defined through low scale built form	Encourage slender building/s separated such that the built form maintains views towards key city buildings from significant locations	Consistent and continuous built form scale and siting to reinforce the edge of the city  Low scale built form
Activity Centre / Node	Port Melbourne is a centre of activity	To accentuate the gateway location of the centre to assist legibility and define the location	Built form to contrast with the surroundings <ul style="list-style-type: none"><li>Higher built form that will accentuate the location</li><li>Low built form to provide contrast</li></ul> Respect and reinforce scale of adjacent buildings and utilise high quality / unique architecture to define the location



SHORT TITLE	EXISTING CONDITION	DESIGN OBJECTIVES	BUILT FORM RESPONSE OPTIONS
CHARACTER			
Scale and siting	There is a mixture of built form scale and siting in the location Immediately adjacent to the site is a low scale 'heritage' train station building to the West and smaller scale housing to North	To respect the scale and siting of the buildings in the locality. To respect the lower scale existing heritage and residential character	Allow for built form that maintains the diversity of scale and siting Transition in built form scale and siting to respond to the existing character and be respectful to heritage
PUBLIC REALM AMENITY			
Street activity and Micro-climate	There is significant street activity in the locality	Design ground floor to maximize amenity of users of the street and activity on the street	Design for human scale and high level of amenity through the use of active frontages, quality pavements and shelter i.e. continuous frontage versus 'broken' frontages
	Street frontage do not provide for high levels of pedestrian amenity and safety	Provide pedestrian environment that is protected from the elements and safe	To provide well connected sheltered spaces minimizing wind tunnel effects To provide high quality ground level interfaces with clear sight lines. Blank walls, alcoves, half basements and frequent driveway interruptions are to be avoided
ECONOMIC DEVELOPMENT			
City Image	Location is a gateway to Melbourne. Present built form on subject land does not reflect importance of gateway function nor the present image of Melbourne	To maximize the use of the gateway location through architecture that enhances the image of Melbourne	Architecture and built form to reinforce the gateway location and positively enhance the image of the city. This may be through contemporary design outcomes



SHORT TITLE	EXISTING CONDITION	DESIGN OBJECTIVES	BUILT FORM RESPONSE OPTIONS
SOCIAL AND CULTURAL VALUES			
Heritage	Railway Station heritage building	To respect, respond to and celebrate the heritage significance of the Station building	<p>Building/s must sensitively respond to the heritage Station building by:</p> <ul style="list-style-type: none"><li>• being lower scale immediately adjacent to the heritage form</li><li>• allowing for an open space adjacent to the station building that creates a distinctive gap between the buildings</li><li>• developing buildings immediately adjacent to the station building whose architecture is distinct from and respectful of the station and its surrounds</li></ul>
Openness / distant views	Community values sense of openness and distant views towards CBD skyline	To minimise the intrusions into the views of the CBD skyline	<p>Encourage slender building/s that allow distant vistas towards the city from significant locations</p> <p>Encourage slender building/s that allow broad breaks in the built form to maintain views towards key city buildings from significant locations</p>



# SECTION 4 SCENARIO TESTING







## 4.1 INTRODUCTION

On 11 December 2012 a collaborative workshop was held between David Lock Associates and Council officers to determine the Possible Built Form Response Options. During this workshop the Possible Built Form Response Options were created. These response options were then used to generate the three Built Form Scenarios which were to be created and subsequently tested by inserting them into the 7 Significant Views and Vistas and assessing their visual impact against the Performance Criteria (contained within Table 2).

## 4.2 POSSIBLE BUILT FORM RESPONSE OPTIONS

The Possible Built Form Response Options allow us to document the possible development outcomes which achieve the performance criteria. These options can be summarised as follows:

### BUILDING MASSING

- Slender buildings that allow distant vistas
- Slender building/s separated such that the built form maintains views towards key city buildings

### BUILDING HEIGHT

- Low scale built form to provide contrast
- Built form that respects and reinforces scale of adjacent buildings
- Higher development that creates a landmark
- Built form scale and siting to reinforce the edge of the city
- Development that maintains the integrity of the city skyline

### BUILDING CONTEXT AND RESPONSE

- Building/s that sensitively respond to the heritage Station building
- Transition in built form scale and siting to respond to the existing character and be respectful of heritage

### ARCHITECTURAL QUALITY

- Architecture and built form to reinforce the gateway location and positively enhance the image of the city
- High quality / unique architecture to define the location

### STREETSCAPE AMENITY

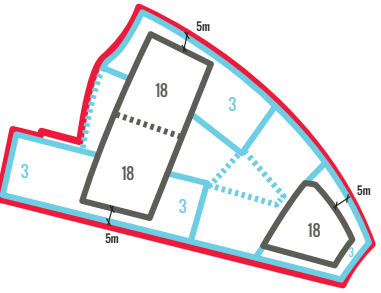
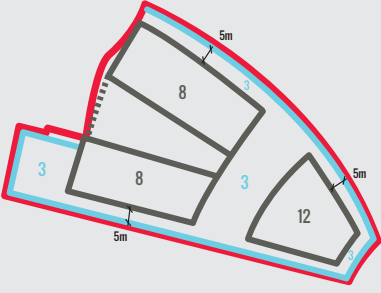
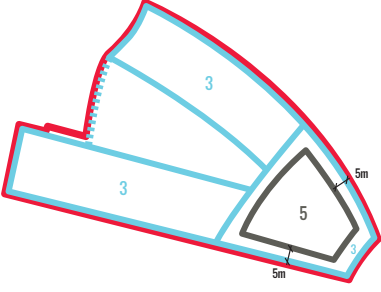
- Design for human scale and high level of amenity
- To provide high quality ground level interfaces
- To provide well connected sheltered spaces

These Built Form Response Options were then translated into three potential built form scenarios.



4.3 BUILT FORM SCENARIOS FOR 1-7 WATERFRONT PLACE

Table 4 (below), summarises the three Built Form Scenarios, to be 3D modeled and superimposed into the 7 Significant Views and Vistas for testing/discussion.

	SCENARIO	HEIGHT	SITING AND SETBACK	RATIONALE
	Maximum	18+25 storeys	Two towers on podium Tower one defining prominent corner at roundabout Tower two location determined by appropriate distances between towers and distance from heritage interface	Distinct from surroundings Creates a point of difference Celebrates the architecture and scale of the city of Melbourne Supports the gateway function of the location and celebrates the sense of arrival
	Medium	8 to 12 Storeys	Well defined street interface Well defined and prominent corner at roundabout Scale transitioning to heritage interface	Not impinging on views of city skyline Respects and reinforces existing adjacent scale Respects and continues strong urban edge
	Minimum	3 to 5 Storeys (transitioning across the site)	Well defined street interface Well defined and prominent corner at roundabout Scale transitioning to heritage interface	Not impinging on views of city skyline Current allowable maximum Respects and continues strong urban edge Five storey considered appropriate by MGS architecture report

Note: We have expressed the building heights in storeys (levels) not in metres. The 3D model has been created using the following floor to floor heights; 4m for ground floor and 3m for all levels above ground floor. These are considered industry standards for mixed use/residential developments.



#### 4.4 SUPERIMPOSING BUILT FORM SCENARIOS INTO THE 7 SIGNIFICANT VIEWS AND VISTAS

The three Built Form Scenarios were modeled in Sketchup. The location of the 7 Significant Views and Vistas was identified within the Sketchup utilising the GPS locations and cross checked against the cadastre and aerial photo base (upon which the 3D model/s were built). Screenshots of the three development scenario models were then taken from each of the 7 Significant Views and Vistas locations. Then using Adobe Photoshop the screenshots of the 3D models were then superimposed into the corresponding photograph.





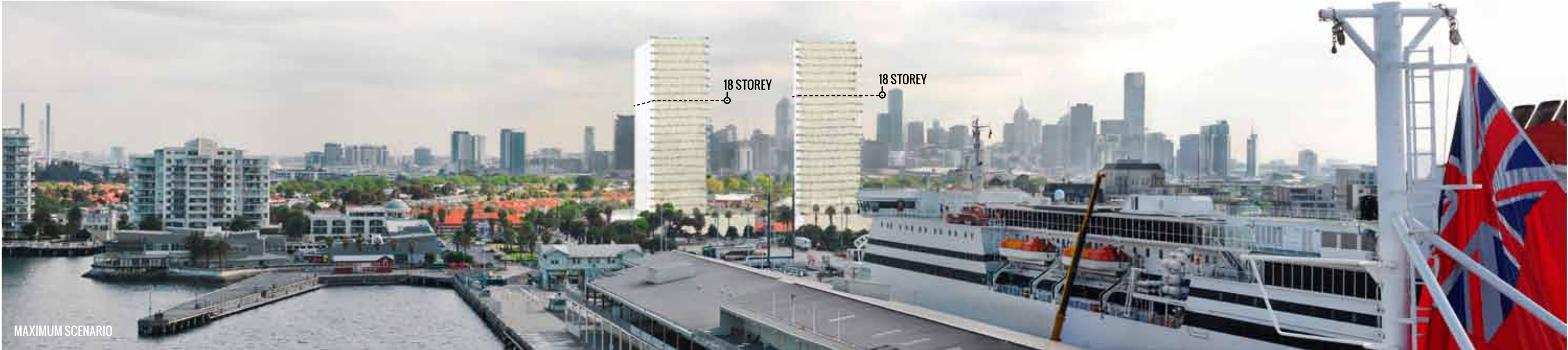
## 4.5 TESTING OF THE BUILT FORM SCENARIOS ON EACH OF THE SIGNIFICANT VIEWS AND VISTAS

### STATION PIER - VIEW 1





STATION PIER - VIEW 1



THE VIEW

This view was selected because it fulfills the criteria in Table 1 (see page 12). This view is an elevated view and is taken from a passenger viewing deck of a visiting international cruise ship and is therefore not available frequently. Further this view is subject to change as its exact position will vary based on the height, layout and docking location along Station Pier of the visiting cruise ship/s. It is important to note that even though a significant amount of people can access this view you need to have a ticket to board the ship, making this view not fully accessible to public. The subject site sits central to the overall view.

VIEW COMPARISON

The photomontages illustrate that the minimum built form scenario appears lower than the neighbouring foreshore development and existing tree line. The minimum scenario does not create any intrusions into the view of city skyline.

The medium scenario appears to be at the same height as adjacent buildings that front the foreshore. The scale of the built form does not significantly intrude upon the views of city skyline. However, it does obscure the lower portions of some of the city buildings.

For the maximum scenario the height of the two towers is lower in scale, at the 18 storey level, to the highest towers of the city skyline. At the 25 storey tower the height of the towers is similar to that of the highest skyline buildings. Despite being prominent the slender built form of the towers creates a break between the two towers. This gap allows views towards the city skyline to be achieved through the site.





STATION PIER - VIEW 2





## STATION PIER - VIEW 2



### THE VIEW

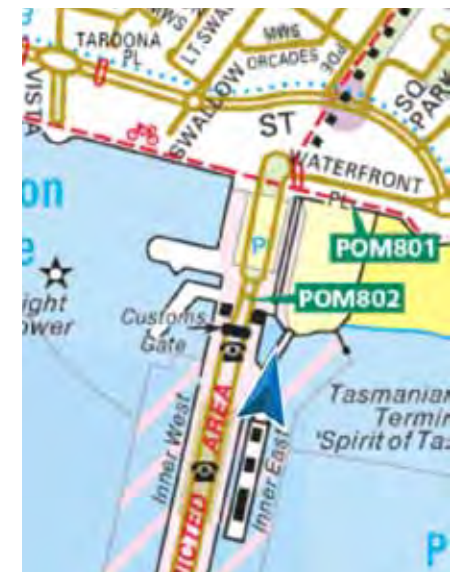
This view was selected because it fulfills most of the criteria in Table 1 (see page 12). Similarly to View 1, this view is also taken from an elevated location. It is taken from the passenger viewing deck on the eastern side (starboard side) of the Spirit of Tasmania. As this ship is one of two identical ships which dock at Station Pier in the same location (generally with their bow facing toward the subject site) it is considered to be a more consistent and constant vantage point than View 1. However as the viewing deck is located at the side of the ship (behind the bridge) it enables only a partial view of 1-7 Waterfront Place. Approximately half the site, to the western side is obscured from view by the bridge.

### VIEW COMPARISON

The minimum scenario appears to sit below the neighbouring foreshore development but just above the tree line. The minimum scenario does not create any intrusions into the view of city skyline.

The medium scenario seems to match with the horizon of the existing foreshore development. The scale of built form at the eastern edge obstructs the view of some of the city buildings. Since the subject site can only be partially viewed from View 2, it has less impact on the view of city skyline compared to the other views.

The maximum built form scenario appears to show buildings which at 18 storeys are slightly higher than other city skyline buildings. At the 25 storey level the buildings are clearly higher than those that form the city skyline. Since the view is from an angle only the east tower creates intrusions into the view of city skyline. However the slender built form of towers helps to maintain some city views through the gap between the two towers.





STATION PIER - VIEW 3





## STATION PIER - VIEW 3



### THE VIEW

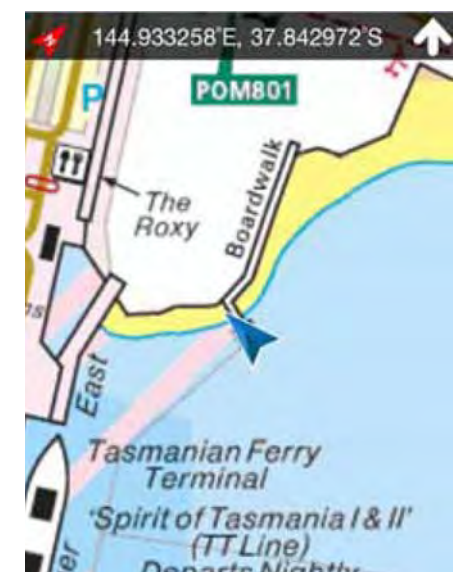
This view was selected because it fulfills all the criteria in Table 1 (see page 12). This view is taken from eastern side of Station Pier at the public viewing platform. This location is a popular tourist spot where people can obtain a view towards and across the 1-7 Waterfront Place. This is one of the few views from which the Waterfront Place and Beach Street streetscape are visible. The city is not clearly visible from this location and hence the built form does not have any impact on the city views.

### VIEW COMPARISON

The minimum scenario appears to be lower than the neighbouring foreshore development but with same height and scale as adjacent built form and landscape. The minimum scenario is lower than the tree line along Beach Street.

The medium scenario appears to be at the same scale and siting as the some of the neighbouring foreshore buildings along Beach Street. The scale of the built form is consistent with the existing streetscape and reinforces the Beach Street Boulevard character.

The maximum scenario appears higher than the surrounding development. This strongly defines the foreshore edge and reinforces the gateway location for Port Melbourne. The slender built form contributes in reducing the visual impact of high rise buildings





## WATERFRONT PLACE - VIEW 4



### THE VIEW

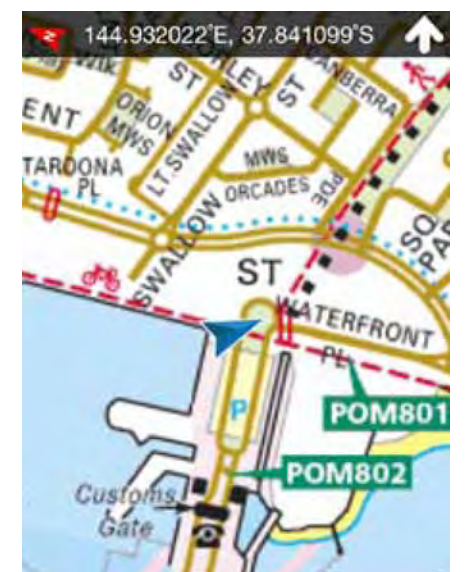
This view was selected because it fulfills all the criteria in Table 1 (see page 12). This view is taken from within Waterfront Place and is part of a significant movement corridor. It is taken from the western curb side of the pedestrian zebra crossing. This is a location where pedestrians would regularly obtain a stationary view towards the site. The location reads like an arrival point for local and international visitors arriving from ships. Hence in this view the subject site contributes significantly to the movement corridor and the sense of arrival. This is one of the views from where the heritage station building and convenience store on the western side of the site are visible. The city is not clearly visible from this location and hence the built form does not have any impact on the city views.

### VIEW COMPARISON

The minimum scenario appears to be same height and scale as adjacent built form but is lower than the existing tree line along Beach Street. The scale of the built form is consistent with the existing foreshore development along Beach Street and reinforces the Beach Street Boulevard character.

The medium scenario appears to be higher than the adjacent built form and at the same height as surrounding tree line. The medium scenario contributes in defining the transit node but does not reinforce the movement corridor and the sense of arrival local and international visitors.

The maximum scenario appears higher than the surrounding built form and landscape. This strongly defines the foreshore edge and reinforces the sense of arrival for local and international visitors. Since the buildings are oriented in north-south direction the built form appears to be more prominent as compared to the adjacent built form and landscape.





WATERFRONT PLACE - VIEW 4





WATERFRONT PLACE - VIEW 4





## PARK SQUARE - VIEW 5



## THE VIEW

This view was selected because it fulfills all the criteria in Table 1 (see page 12). The view is taken from Park Square which is located on northern side of the subject site. It is taken from a location next to a park bench and appears to be a well-used place. This park is used by local residents where people can obtain an uninterrupted view of the northern side of the subject site. This is an area which visitors and tourist are unlikely to venture and will primarily be used by the neighbouring residents.

## VIEW COMPARISON

The photomontages illustrate that in the minimum built form scenario the built form is not visible from this view.

The 8 storey element at the western end is not visually dominant being at the same height as the landscape. The 12 storey element at the eastern end is higher than the existing residential development and landscape.

For the maximum scenario the height of the two towers appears higher than the surrounding development. The slender built form contributes in reducing the visual impact of high rise buildings.





PARK SQUARE - VIEW 5



MEDIUM SCENARIO



PARK SQUARE - VIEW 5





BEACH STREET - VIEW 6





## BEACH STREET - VIEW 6



### THE VIEW

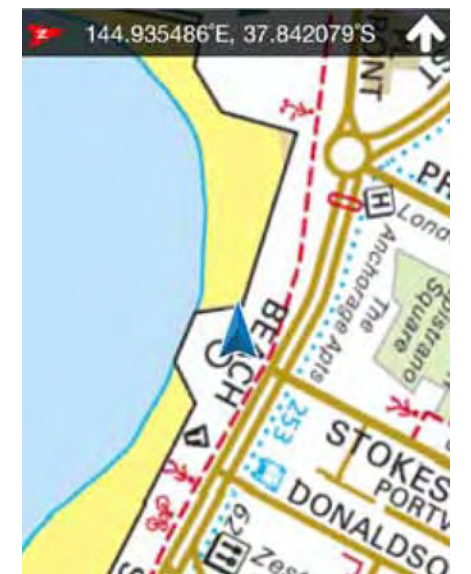
This view was selected because it fulfills all the criteria in Table 1 (see page 12). The view is taken from Beach Street. It is taken from a pedestrian footpath which is immediately to the west of the bandstand on Beach Street. This is a location where number of park benches are placed, hence it is a place where people would congregate and obtain a view towards the site. From this location you can view the Beach Street boulevard character and also some of the foreshore development along Beach Street. Further this is one of the few views where subject site can be seen with reference to the broader context which extends to Beacon Cove.

### VIEW COMPARISON

The minimum scenario appears to be lower than the neighbouring foreshore development but with same height and scale as adjacent built form. The minimum scenario is lower than the tree line and landscape along Beach Street.

The medium scenario appears to be at the same scale and siting as some of the neighbouring foreshore buildings along Beach Street. The scale of the built form is consistent with Beacon Cove development but higher than the adjacent built form and reinforces the Beach Street Boulevard character.

The maximum scenario appears higher than the surrounding foreshore development. This strongly defines the foreshore edge and reinforces the gateway location for Port Melbourne. The slender built form contributes in reducing the visual impact of high rise buildings.





END OF BAY STREET - VIEW 7





## END OF BAY STREET - VIEW 7



### THE VIEW

This view was selected because it fulfills all the criteria in Table 1 (see page 12). This view is at the end of Bay Street on the southern footpath along Beach Street. It is taken from a spot where pedestrians would wait to cross the road and will obtain a view towards the site. It is a part of a significant movement corridor. Similar to View 6, from here the Beach Street boulevard character is highlighted and the significant foreshore development along Beach Street is readily viewed. This is one of the few views where subject site can be seen with reference to the broader context which extends to Beacon Cove.

### VIEW COMPARISON

The minimum scenario appears to be lower than the Beach Street foreshore development. The minimum scenario is lower than the tree line and landscape along Beach Street.

The medium scenario appears to be at the same scale and siting as the some of the neighbouring foreshore buildings along Beach Street. The scale of the built form is consistent with the overall foreshore development and reinforces the Beach Street Boulevard character.

The maximum built form scenario appears to show buildings which are at 18 storeys to be at the same scale as the foreshore development along Beach Street. At the 25 storey level the buildings are slightly higher than the foreshore development along Beach Street. This strongly contributes to the gateway location and the slender built form contributes in reducing the visual impact of high rise buildings





4.6 BUILT FORM SCENARIO TESTING

Table 5 (below) provides discussion of the Built Form Scenario Testing. Each scenario was then assessed against the Design Objectives documented in Section 3 Scenario Development. This assessment consisted of assessing the superimposed image of the 3D model and the Significant Views against the Design Objectives. This assessment was to determine whether or not the resulting built form achieves, does not achieve or is neutral in response to these Design Objectives. Further, comments have been made against each of the Key Planning and Urban Design Elements. From this comprehensive assessment a view can be formed about the appropriateness form of future development on 1-7 Waterfront Place, Port Melbourne.

Table 5: Built Form Scenario Testing

SHORT TITLE	EXISTING CONDITION	DESIGN OBJECTIVES	BUILT FORM SCENARIO			COMMENTS	<div>KEY<ul style="list-style-type: none"><li>* Achieves Design Objective</li><li>○ Neutral to Design Objectives</li><li>– Does Not Achieve Design Objectives</li></ul></div>
			MINIMUM	MEDIUM	MAXIMUM		
LEGIBILITY							
View Corridor	Views to City Skyline (tops of buildings) are available	To minimise encroachment of city skyline views	*	*	○	When comparing the Maximum scenario relative to the other two scenarios some encroachment occurs into the city skyline views.  When considering the Medium and Minimum scenarios no encroachment into city skylines views occurs.	
Movement Hierarchy	Beach Street is a significant movement corridor as is Waterfront Place Waterfront Place is a significant place of arrival for national and international visitors Beach Street boulevard character Terminus of a major tram line	To create a sense of arrival To reinforce the boulevard character To reinforce the significant movement corridors	–	*	*	Definite sense of arrival and reinforcement of movement corridor occurs in Maximum scenario.  Relative to the Maximum scenario the Medium and Minimum scenarios do not contribute significantly to the movement corridor and the sense of arrival. The lower the built form the less it contributes to the legibility of an area.	
Urban Edge	The foreshore is an edge of the city typically defined in this locality by a hard urban built form	To ensure the streetscape reinforces the urban edge	–	*	*	The Maximum and Medium scenarios both reinforce the urban edge whereas the Minimum scenario maintains the ‘broken edge’.	
	Specifically at the subject land this edge is less defined through low scale built form	To maintain the ‘broken’ edge in this location	○	–	–		
Activity Centre / Node	Port Melbourne is a centre of activity	To accentuate the gateway location of the centre to assist legibility and define the location	–	*	*	The Maximum scenario significantly accentuates the gateway location by rising significantly higher than its surroundings.  The Medium scenario contributes to some extent to the gateway location by providing some height at the roundabout corner.  The low form of the Minimum scenario fails to accentuate the gateway location.	

KEY

\*

Achieves Design Objective

○

Neutral to Design Objectives

–

Does Not Achieve Design Objectives



SHORT TITLE	EXISTING CONDITION	DESIGN OBJECTIVES	BUILT FORM SCENARIO			COMMENTS	<div>KEY</div> <div><div>*</div> Achieves Design Objective</div> <div><div>○</div> Neutral to Design Objectives</div> <div><div>–</div> Does Not Achieve Design Objectives</div>
			MINIMUM	MEDIUM	MAXIMUM		
CHARACTER							
Scale and siting	There is a mixture of built form scale and siting in the location  Immediately adjacent to the site is a low scale ‘heritage’ train station building to the West and smaller scale housing to North	To respect the scale and siting of the buildings in the locality.  To respect the lower scale existing heritage and residential character	<div>○</div>	<div>*</div>	<div>–</div>	The Maximum scenario is significantly different to the surrounding scale of built form.  The Medium scenario is the most appropriate as it respects and reflects the adjacent built form.  The Minimum scenario is of a different scale to adjacent built form.	
PUBLIC REALM AMENITY							
Street activity and Micro-climate	There is significant street activity in the locality  Street frontage do not provide for high levels of pedestrian amenity and safety	Design ground floor to maximize amenity of users of the street and activity on the street  Provide a pedestrian environment that is protected from the elements and safe	<div>*</div>	<div>*</div>	<div>*</div>	All scenarios achieve the design objective since all comprise a 3 storey podium that will be required to, incorporate a high quality street interface with active frontages.	
ECONOMIC DEVELOPMENT							
City Image	Location is a gateway to Melbourne. Present built form on subject land does not reflect importance of gateway function nor the present image of Melbourne	To maximise the use of the gateway location through architecture that enhances the image and character of Melbourne	<div>–</div>	<div>–</div>	<div>*</div>	The Maximum scenario is distinctly different from its surrounds and therefore will clearly enhance the image of Melbourne.  The Medium and Minimum scenarios do not create a distinct built form and character from the surrounding built form, which therefore does not maximize the use of the gateway location.	



SHORT TITLE	EXISTING CONDITION	DESIGN OBJECTIVES	BUILT FORM SCENARIO			COMMENTS	<div>KEY<ul style="list-style-type: none"><li>* Achieves Design Objective</li><li>○ Neutral to Design Objectives</li><li>– Does Not Achieve Design Objectives</li></ul></div>
			MINIMUM	MEDIUM	MAXIMUM		
SOCIAL AND CULTURAL VALUES							
Heritage	Railway Station heritage building	To respect, respond to and celebrate the heritage significance of the Station building	*	*	○	The Minimum and Medium scenarios both respect and respond, whereas the Maximum scenario celebrates the heritage significance by being distinctly different.	
Openness / distant views	Community values sense of openness and distant views towards CBD skyline	To minimise the intrusions into the views of the CBD skyline	*	*	○	When comparing the Maximum scenario relative to the other two scenarios some intrusion occurs into views of the CBD skyline views.  When considering the Medium and Minimum scenarios no intrusion into the views of the CBD skyline occurs.	
TOTAL OF ACHIEVED DESIGN OBJECTIVE BY BUILT FORM SCENARIO			4 MINIMUM	8 MEDIUM	6 MAXIMUM		

4.7 FINDINGS

Table 6, the Built Form Scenario Testing determines that the Medium Built Form Scenario achieves the most Design Objectives, achieving 8 out of a possible 10 Design Objectives. While the Maximum Built Form Scenario achieves 6 out of the possible 10 Design Objectives. The least appropriate Built Form Scenario is the Minimum Scenario as it only achieved 4 out a total 10, or just under half the Design Objectives. Therefore we conclude the most appropriate Built Form Scenario is the Medium Scenario or an 8-12 storey maximum built form.

Alternatively a hybrid Built Form Scenario which is a combination of both the Maximum and Medium scenarios would potentially result in a future built form which achieves all bar one of the Design Objectives. This Design Objective being “to maintain the ‘broken’ edge in this location”, because this Design Objective can only be achieved by the Minimum Scenario.





# SECTION 5 RECOMMENDATIONS





This section of the report documents David Lock Associates' recommendations for built form on 1-7 Waterfront Place, Port Melbourne.

Our recommendations are as follows:

- Any future development of the subject site must be mindful of the impact on views from ships docked at Station Pier and minimize the visual intrusion into the CBD skyline.
- We consider some intrusion into the CBD skyline is acceptable, but efforts must be made to minimize this intrusion.

- Consideration of the siting and slenderness of higher built form on the subject site will be important to maintaining views towards the CBD skyline and some of its key buildings.
- Given the significant gateway location to the city of the subject site we consider that any future development should as a minimum reflect the existing foreshore built form heights and streetwall.
- Any future development of the subject site must ensure the sense of arrival into Port Melbourne is enhanced.



- We believe this site is important from a city image perspective and therefore the architecture must respond appropriately and contribute to the overall image and character of Melbourne.
- The heritage station building must be respected and sensitively responded to by any future development on the site.
- We appreciate that any future development will inevitably be taller than the station building and therefore the detailed design of the western façade must complement the station building and allow it to be 'read' as a distinctly separate building.

- We have determined that built form of 8-12 storeys maximum in the form of two separated towers (built form) is most appropriate for the subject site. However we believe that a hybrid Built Form Scenario which is a combination of both the Maximum and Medium scenarios would potentially result in a future built form which achieves the 9 out of 10 Design Objectives.

These recommendations are to advance Council and inform the preparation of Design Guidelines for 1-7 Waterfront Place and the finalization of the Port Melbourne UDF.

*N.B. dot points identify a range of content to be incorporated in each section – the full extent of content will be determined through the development of the report.*



The background of the page is a composite image. The top half features a semi-transparent blue overlay with a faint, light-blue aerial map of a city grid. The bottom half shows a photograph of a waterfront view seen through a black metal railing with vertical bars. In the distance, across a body of water, there are industrial structures and cranes under a clear blue sky. A small black trash can is visible in the lower-left foreground.

# APPENDIX A 67 INITIAL VIEWS AND VISTAS

Note: These Initial Views and Vistas have been ordered alphabetically, based on the locations name.



DAVID LOCK ASSOCIATES  
LEVEL 2 / 166 ALBERT ROAD  
SOUTH MELBOURNE 3205

P 03 96822 8568  
F 03 9682 1221

[www.dlaaust.com](http://www.dlaaust.com)