

DOCKLANDS NEWS

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Praying to be elected
Photo by John Tadigiri.

Docklands councillor hopeful Jamal Hakim is one of 59 councillor candidates in the race for a seat at Town Hall on October 24 hoping for as many "below the line" votes as possible. *Continued on page 5. Election spread pages 14-15.*

Stop "choking" us: Central Pier saga drags on

More than a year after Central Pier was shockingly evacuated and closed due to safety concerns, the director of the pier's anchor tenant has vented his anger at Development Victoria's (DV's) continued lack of support for businesses.

WORDS BY *Sean Car*
BUSINESS

On August 28 last year, diners at the Woolshed were famously interrupted halfway through their meals as DV gave evacuation orders to tenants, claiming that the pier was no longer safe for occupation. It was the last time any business would be done on Central Pier.

More than a year later, the director of the pier's anchor tenant Atlantic Group Hatem Saleh told *Docklands News* that businesses were still seeking answers from the government agency and were no closer to resolving the issue.

With five tenants having launched a \$100 million Federal Court action in October last year, accusing DV of "misleading and deceptive" conduct, Mr Saleh last month slammed his landlord for trying to "choke" and "financially weaken" businesses.

He added that while the devastation of COVID-19 had only caused more pain and suffering for the businesses and 1300 staff who had lost their jobs as a result of the pier's closure, he said the pandemic had come at a good time for DV to continue "dragging out" the matter.

"We're not going away," Mr Saleh said.

"If choking people and trying to financially weaken them by dragging out a process is the right way to conduct itself, they've got to have a good look at themselves."

"Our people were caught up twice in losing their jobs until February

and now they've been paralysed by COVID."

"My feeling is DV is relying heavily on its lawyers to drag out the process. There's no genuine attempt to find a solution, only to drag out the process. They've never put a figure on the table to support us."

While the pier was evacuated on August 28, following a series of safety reviews by engineers, it was eventually permanently closed on January 3. This coincided with DV releasing a "summary fact sheet" estimating 50 per cent of piles underneath Shed 9, and 15 to 20 per cent underneath Shed 14, required repair.

But complete information, including details of engineering works and reports that had led to the pier's closure, have never been publicly released. *Docklands News* had sought the documents under Freedom of Information (FOI) but was ultimately unsuccessful.

Following a more than six-month FOI process, which included a refusal from DV and a series of reviews with the Office of the Victorian Information Commissioner (OVIC), *Docklands News* was only ultimately successful in obtaining a letter sent from engineers KBR to DV advising it to close the pier. The newspaper continues to assess its options for launching a fresh FOI request.

"If you look at our claim, our claim is misleading and deceptive conduct. I think you can make of that what you wish," Mr Saleh said.

Continued on page 2.

Sally Capp pledges resident panel

WORDS BY *Sean Car*
ELECTIONS

Docklands resident and incumbent Lord Mayor of Melbourne Sally Capp has told *Docklands News* that she is promising to provide a bigger voice for residents at the City of Melbourne if re-elected on October 24.

Sharing her plans exclusively with *Docklands News*, Ms Capp said she would establish a new resident representative panel to give locals a more "direct" and "stronger" voice on council matters.

Having "absolutely loved" her time as a resident in Docklands since moving into Victoria Harbour with her family in July last year, she said the experience had revealed to her the many shortcomings in the way the council engaged with its residents, particularly the 83 per cent of residents living in high-rise strata buildings.

Like the city's business precinct groups, Ms Capp's new Resident Representative Panel would invite all resident

association presidents from around the municipality to meet with council officers monthly to give direct feedback into policies and programs.

Ms Capp said since being elected as Lord Mayor in 2018, it had driven her "insane" that Town Hall's doors had been closed to residents.

"Currently, the City of Melbourne does not have a structured, ongoing means to engage with and involve residents, and ask for their contributions to council strategies and activities," she said. "The panel could provide advice and guidance to officers and councillors but would not make any recommendations on planning issues."

"Each resident area would be given a dedicated liaison officer so it knows who to contact to seek information, communicate issues and manage matters in between the monthly meetings."

"We would also make space available at Town Hall for residents to meet and provide resources such as printers and photocopiers to assist in their work." ●

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D From little things, big things grow!



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The deadline for the November edition is October 29.

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Stop “choking” us: Central Pier saga drags on

Continued from page 1.

“We’ve invested more than \$45 million into that pier and we’re still paying off the bank. It was a derelict pier, it had no sewerage or water. We created it and fitted it out. For more than 10 years it was attracting more than 1.3 million people a year.”

“The risk that DV took in not maintaining it properly leaves me baffled about the lack of safety that they allowed to exist with that many people visiting the pier every year. Ultimately, DV has been negligent.”

“It still seems incredibly surreal that the evacuation happened. Particularly for a government agency that should have had measures and strategies in place to ensure the heritage structure was able to be safely managed.”

“Ultimately, DV were accountable. They had the engineering reports. There’s been multiple engineers on that pier. They had a responsibility to maintain the lease in place until December 2026 and basically, they haven’t.”

While DV had initially sought advice to demolish the pier following its permanent closure in January, any such action requires Heritage Victoria’s approval and DV told *Docklands News* that discussions remained ongoing.

In response to Mr Saleh’s claims, Group Head, Precincts at Development Victoria Geoff Ward said it was unable to comment due the matter being before the courts.

“Development Victoria is in discussions with Heritage Victoria regarding the future of the pier,” Mr Ward said.

“Planning will involve extensive engagement with the community and key stakeholders to create a vision for Victoria Harbour and Central Pier as part of Docklands’ continued development.”

“Separately, Development Victoria is working with the City of Melbourne on an activation strategy that will identify a range of opportunities for Docklands.”

But Mr Saleh said in spite of DV’s investigations around a new activation strategy for



“

The problem with Central Pier is that it continues to sit there and rot with no possibility of being able to reactivate. We weren’t given a chance.

”

Docklands, there had already been a “live and active” pier there already, which businesses had established over more than 11 years.

With the courts still closed due to stage four coronavirus restrictions, he said he believed it wouldn’t be for a further 12 months before a new date would be established to continue proceedings.

But his message to DV and the state government, remained clear.

“Reimburse us for our expenses,” he said. “We

want to rebuild our businesses and get our staff back to work.”

“One of my hopes has been that the state government intervenes and tries to insist that there is a common-sense solution that is put in place, but unfortunately from the CEO and chairman of DV, there has been no genuine attempt other than using Geoff Ward as their spokesperson, to find a genuine solution.”

“We’re significantly out of pocket. The issue for us is that we had a vibrant precinct taken away from us.”

“We want to be repaid what we’re entitled to in order to recover our costs and recreate what were great businesses once more. The investment that went in, the time and the effort, constantly doing the right thing, the marketing, is what led to it become such a vibrant part of Docklands.”

“The problem with Central Pier is that it continues to sit there and rot with no possibility of being able to reactivate. We weren’t given a chance.”

“Overnight it was taken away from us by Development Victoria. It’s disheartening that they can be so negligent and not take accountability. We’re all in debt.” ●

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Stats from 01/04/20 to 24/09/20

Docklands projects pinpointed to reactivate city

WORDS BY *David Schout*
ECONOMY

The reconstruction of Central Pier, urban renewal of E-Gate and the delivery of a tram link to Fishermans Bend have all been nominated as “priority infrastructure projects” when the city re-emerges from COVID-19.

The projects were among 12 “city-shaping opportunities” requiring state and federal investment according to the City of Melbourne in its recently released Reactivation and Recovery Plan.

The plan was shaped, in part, by PricewaterhouseCoopers (PwC) research that indicated inner Melbourne had suffered the worst economic hit from COVID-19 within Australia as a result of restrictions.

The local economy was set to suffer a \$110 billion hit in the next five years compared with pre-pandemic projections, and see 15 per cent of jobs lost by the end of 2020.

Lord Mayor Sally Capp said Melbourne was an “economic powerhouse of Australia”, and steps taken in the coming months could prove crucial.

“We know that Melbourne is the engine room of our state economy and plays a major role in our national economy. The national recovery is dependent on how we bring life back to our city,” she said at a September 15 Future Melbourne Committee (FMC) meeting.

The report noted 12 “priority infrastructure projects” post-lockdown, of which was the reconstruction of Central Pier was one.

It stated that the pier was crucial to activating Docklands and in particular Victoria Harbour.

“In light of the closure of Central Pier, [the council will] work with Development Victoria to identify specific initiatives that will increase visitation to Victoria Harbour and disbursement throughout Docklands hospitality and retail offerings,” it pledged.

In August last year the pier was shut within an hour of being deemed unsafe by engineers

engaged by Development Victoria.

The Reactivation and Recovery Plan also listed a tram link to Fishermans Bend as a “priority” post-COVID.

“This connection is critical to unlocking the potential of Fishermans Bend as current public transport connections do not meet minimum standards of access.”

The report noted that, going forward, a medium-density development at E-Gate that connected West Melbourne and Docklands was crucial, while also calling on investment in revitalising the North Bank of the Yarra River.

“These city-shaping opportunities cannot be delivered by the City of Melbourne alone. We need alignment and significant support and commitment from the Victorian and Australian Governments to see these come to life,” the report said.

The PwC report declared that while inner Melbourne accounted for around a quarter of the state’s economy, it was set to represent more than half of the state’s losses due the impacts of COVID-19.

As a result, councillors united in declaring the economic impact a “businesses and jobs emergency” under a motion introduced by Cr Philip Le Liu on September 15, calling on the state government to waive, rather than defer, upcoming payroll tax and expand eligibility for sole trader support.

It also called on the federal government to include higher education sector workers within JobKeeper, and a permanent increase to Newstart when JobSeeker expired.

“[There is] a disproportionate impact of the pandemic on our city economy and we do need a proportionate response from federal and state governments. Other levels of government have more resources than we do, and that is why we must keep calling on [them] to work with us,” the Lord Mayor said.

The strategy also targeted the city’s struggling retail sector with a “ShopKeeper” plan, which aimed to assist new retail ventures, community

It stated that the pier was crucial to activating Docklands and in particular Victoria Harbour.



services and social enterprises.

Under the plan, the council would work with owners, landlords, banks and retail associations to ensure empty shops did not remain vacant post-pandemic, and even pledged to consider taking out tenancies itself.

In September the City of Melbourne and the state government announced a joint \$100 million “City Recovery Fund” which could see the city’s iconic bar and restaurant scene hit the streets.

Modelled on New York’s “Open Restaurants” initiative, the plan will move tables and chairs onto footpaths and even roads as a way to work around strict indoor dining health rules.

Planning chair Cr Nicholas Reece said that while facts and figures currently portrayed a grim reality for Melbourne, the city would bounce back.

“I would stress that Melbourne has seen bad times before, we all know that,” he said. “We’ve come back every time we’ve been down before and we absolutely will come back again. I think with this plan the city has a fantastic framework to take it forward.” ●

Docklands Meet the Candidates event

ELECTIONS

Docklanders can meet their candidates for Lord Mayor at a virtual Zoom forum on October 7 beginning at 6pm and finishing at 7.30pm.

Hosted by the Docklands Chamber of Commerce and *Docklands News*, all nine Lord Mayoral candidates have been invited to present as part of the virtual event in what will be a Docklands-focused forum.

Each candidate will be given two minutes to introduce themselves before they’re asked questions submitted by Docklands residents and businesses.

Registration to the event is essential and can be done so by emailing admin@docklandsc.com.au and a Zoom link will be provided once approved.

Registrants are also encouraged to submit questions in that same email to be pre-approved ahead of the event ●

Sunday Markets to return!

COMMUNITY

As restrictions ease, the Docklands Sunday Farmers Market will return to NewQuay Promenade on October 11 and 25!

Running on the second and fourth Sunday of each month, the markets provide many food essentials including coffee, take away food, fruit and veg, artisan bread, honey and more.

Each market runs from 9am until 2pm ●

For more information:
melbmarkets.com.au

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FOR MELBOURNE

Authorised by: Sally Capp, 55 Victoria Harbour Promenade, Docklands 3008.

WWW.TEAMCAPP.COM

Locals front and centre in election pledge

WORDS BY *David Schout*
 PHOTOGRAPHY BY *John Tadigiri*
 ELECTIONS

Docklands resident Dr Janette Corcoran will lead a “Residents First” ticket into this month’s City of Melbourne election, looking to instil a balance between the needs of both locals and business.

A first-time council candidate, she will be joined by West Melbourne resident Mary Masters and Southbank resident Samantha Tran on her councillor ticket.

Heading towards election day on October 24, Residents First boasts a three-pillared manifesto focusing on liveability, sustainability and employment within the city.

“The name gives you a clue what we’re about,” Dr Corcoran told *Docklands News*.

“But really it’s more an approach to local government. It’s about placing people at the centre. It’s not an oppositional thing, it’s not “people over this”. But it’s a way of looking at priorities.”

A Victoria Point resident who chairs her owners’ corporation (OC), Dr Corcoran’s qualifications include a PhD in Knowledge Economics from Monash University.

She also spearheads regular Docklands litter cleanups and has been a longtime contributor to this publication with her *SKYPAD Living* column.

She said the notion of putting “residents first” was something that needed to be lived out.

“Residents in the city are really committed to wellbeing and liveability. And they have a 24/7 perspective. They live here, oftentimes they work here; so, they’re interested in wellbeing and liveability in their apartments or houses, in their spaces around them, and also for work.”

Having contemplated running for some time, Dr Corcoran has pushed hard to improve the wellbeing and liveability of high-rise living and believed the time was right to enter local politics.

“I’ve been doing that, but I feel like I’ve done as much as I can from the outside. I feel



now I need to progress this and have a more influential role. It’s really specifically about improving liveability for residents, and I believe this is a way that I will be able to do that more effectively.”

So, did she think they were a chance later this month?

“I think it’s possible, yes I do. That’s what we’re all working very hard towards. I think this is the right time.”

She said that while a key issue heading into this election was understandably post-COVID business recovery, that issue should not come at the expense of locals.

“Not a lot of the other parties are focusing on residents and because of COVID there of course is a big push for business recovery. But we’re about getting equity and balance, and if you focus too much on one you miss what’s really the best way forward.”

Speaking to *Docklands News* shortly after a busy period conversing with other candidates as part of the preferencing process, Dr

Corcoran said, to date, it had been an “eye opening” exercise.

“Whether you’re new to it or an old hand, apparently everyone finds it equally challenging. It’s just one of those processes you need to go through. Looking at the positives of it, it does mean all the candidates speak to each other and find out what others are standing for.”

Of the other members on the Residents First ticket, Ms Masters is a 13-year West Melbourne resident with two small children who will commence at Docklands Primary School next year, while Southbank local Ms Tran is part of the “younger demographic with a different perspective”.

“We have that holistic perspective of the lived experience here,” she said ●

For more information:
residentsfirst.com.au

Labor supports postcode 3007

ELECTIONS

An elected Phil Reed Labor team at the upcoming City of Melbourne council elections would support a push from within the Yarra’s Edge community to give the area its own unique identity.

Labor Party veteran Phil Reed and his team, consisting of Wesa Chau (deputy), Davydd Griffiths, Mary Delahunty and Hamdi Ali, have entered the race for Town Hall and have been busy understanding key issues to Docklands.

One issue, which the team’s representative “south of the river” Mary Delahunty is right behind, is a desire from many in the Yarra’s Edge community to give the area its own postcode and suburb name.

As reported in the July edition of *Docklands News*, the group has circulated a petition on the issue and is seeking the postcode 3007 be established for the area, as well as the name “Yarra’s Edge”. The name “Lorimer” has also been considered, due to the future development of the precinct as part of Fishermans Bend.

Councillor hopeful Mary Delahunty, a former Glen Eira Mayor, said her team was right behind the idea and would advocate for it if elected.

“I think this is a great issue,” she said. “Having the City of Melbourne behind such a proposal would add a lot of weight.”

“It [Yarra’s Edge] has got some great attractions and its own identity. The name of a suburb should reflect that.”

Ms Delahunty said they had also consulted locals regarding the “vexed transport issue” of connecting the city to Fishermans Bend and that Labor supported bringing Metro 2 forward ahead of the tram bridge proposal.

“We’ve come to a position that we believe the most articulate and future-proofed solution is to urgently bring the Metro 2 project forward,” she said. “I think the cement industry really do believe a tram will have a significant impact as well and we don’t want to take jobs away.” ●

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Team Hakim to go in to bat for Docklands

WORDS BY *Meg Hill*
PHOTOGRAPHY BY *John Tadigiri*
ELECTIONS

A family ticket based in Docklands will contest the City of Melbourne elections to stand for an “intersectional community”.

Jamal and Safaa Hakim are a mother and son team who say that the council needs to be more diverse and representative of the community.

“A new door is really opening at the moment because of COVID and it’s really time for us to explore what’s out there and support every member of our diverse community, and that’s why I’m running,” Jamal told *Docklands News*.

“My grandparents are Lebanese and seeing what happened with the public housing towers during the pandemic really upset me and coming from a diverse background and knowing how important intersectionality is, I think it’s really time for more diverse local voices to help us come to new outcomes.”

Both Jamal and Safaa live in Docklands and said they wanted to see the suburb taken seriously.

“I moved to Docklands when I first moved to Melbourne 12 years ago and have been an active member of my local owners’ committees in different buildings I’ve lived in,” Jamal said.

“Ultimately, we need to activate Docklands as a destination, while I’d like to see things like the Firelight Festival return and become a regular part of the Docklands calendar, we need some immediate micro activation events to bring lots of small groups to Docklands.”

Safaa runs counselling services in Docklands and was opening a practice when the pandemic hit, so Team Hakim has a strong desire for community consultation to drive recovery in the area.

“I was on the board of Midsumma Festival for a little over four years and understand the importance of spaces that allow communities to engage, explore and interact,” Jamal said.



▲ Jamal and Safaa Hakim are running for local council.

“An active all year events calendar will bring visitors, support businesses and improve the livelihood of our community.”

“The light extravaganza concept is one that has been put forward also as a permanent feature for Docklands and on Council I would support action to fast track activations within the Docklands.”

Jamal also said that Central Pier and Harbour Esplanade had been “neglected” for too long.

“It’s time that that community space is activated for year-round use,” he said.

“We need Development Victoria and the state government to invest in activating this part of the city.”

Jamal, who is managing director at Marie Stopes, said working in health during the pandemic had hardened his desire to see evidence-based strategies used to pull the City of Melbourne through the crisis.

“I think just recognising and acknowledging, to begin with, that this pandemic is something most of us hadn’t ever experienced in our lives, it’s had such a big impact on everybody and when it comes to the City of Melbourne busi-

nesses are decimated and are closing,” he said.

“I think we need evidence-based methods to rethink what the city could be and redesign the whole city around people and business.”

He said the mental health of residents and safety in the city were a priority.

“I want to help residents with mental health. Working in health I know how important that is and living in apartments in this period has been very hard,” he said.

“If you look at the statistics over 2018 and 2019, there was a drop by 24 per cent of residents asked who said they didn’t feel safe in the city.”

“The positive thing is that there has been a decrease in crime, but this we need other safety measures to add to the police to make sure residents feel safe.”

For more information:
teamhakim.co



▲ A sneak peek at the school's new indoor sports court.

School is almost here

EDUCATION

Docklands Primary is well on its way, with construction nearing completion, expressions of interest open and teacher appointments being regularly announced.

Photos of internal classroom fit outs have been posted on the school’s official Facebook page and on September 16, the school was officially named Docklands Primary School by the state government’s Department of Education and Training.

Teaching jobs are currently advertised online, including a specialist (the arts) classroom teacher, two graduate classroom teachers and five classroom teacher positions.

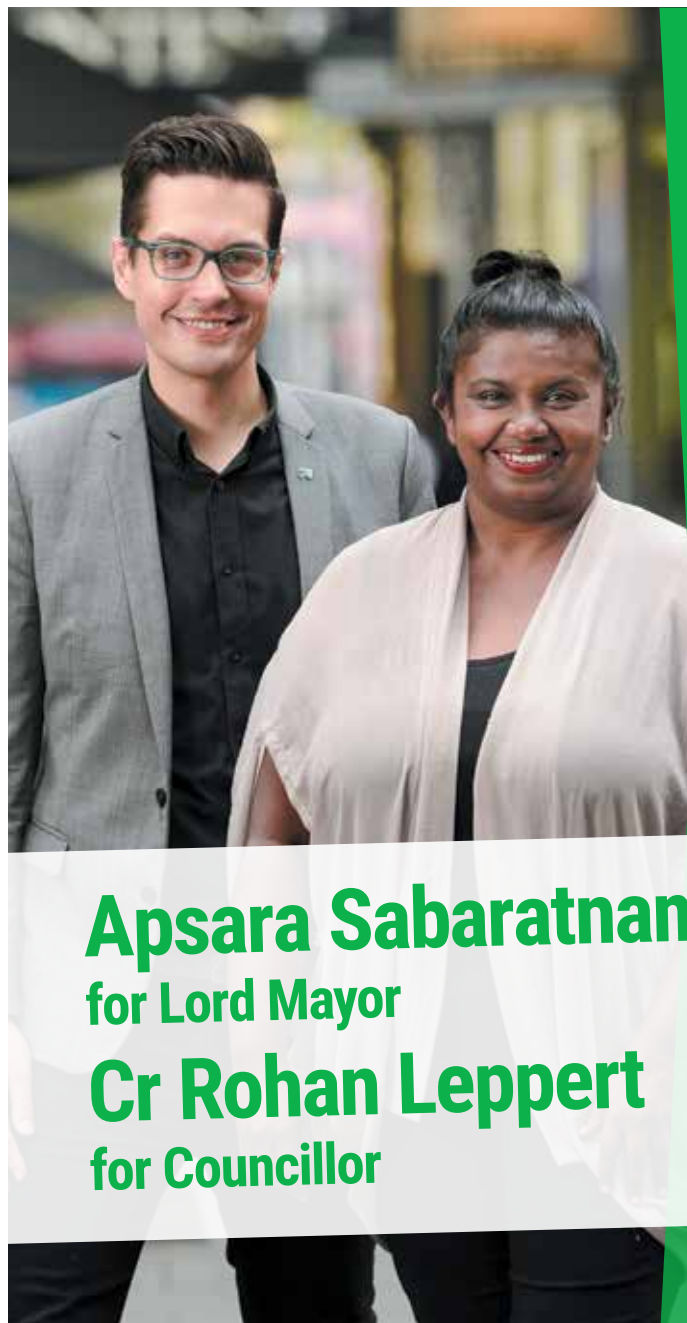
“I’m super excited to start this new school and create a fantastic learning experience for students in the community,” founding principal Adam Bright said in a Facebook post.

Joining him on the team is Louise Spalliera as founding assistant principal. Louise has spent the past 12 years working across all levels of primary school education.

Jan Selleck has been appointed as business manager. She was part of the team at the South Melbourne Primary School which opened on Ferrars St in Southbank three years ago.

Expressions of interest for enrolment can be found on the school’s Facebook page.

**Facebook.com/
DocklandsPrimarySchool**



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for Lord Mayor
Cr Rohan Leppert
for Councillor

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Authorised by R Leppert, 1/45 William St, Melbourne



Andrew Ward runs for council

WORDS BY *Jake Pike*
 PHOTOGRAPHY BY *John Tadigiri*
 ELECTIONS

Long-time Docklands resident and owner and operator of Push! Fitness Andrew Ward is running for the City of Melbourne at the upcoming election on October 24, in a bid to stand up for small businesses in the post-COVID era.

A former *Docklands News* health and well-being columnist, Mr Ward is a highly regarded local and community-minded Docklander. He's also a keen volunteer having racked up nine years of service between the Victorian Coastguard and State Emergency Service.

He is also an eight-year veteran of the Docklands Representative Group (DRG), where he was part of a team of like-minded locals who developed and worked on initiatives for the Docklands community from 2011 – 2019.

In the pre-COVID world, his average week would see him interact with a complete cross-section of society – from business executives to long-term inmates – utilising his business as a base to help others improve their health and wellbeing.

Mr Ward helps reintegrate men from the Victorian prison system, helping them socially readjust to everyday life as well as giving them the opportunity to get accreditation in the health and fitness industry. He also runs programs with Melbourne City Mission to improve health and wellbeing within the city's homeless population.

And now, he wants to put his experience to good use as a councillor at the City of Melbourne saying he was inspired to nominate after becoming disillusioned with decisions being made across all levels of government and a "lack of support and concern for small businesses and sole traders".

"Rather than just be a victim of circumstance or a whinging bystander, I will start to get involved in the political process, beginning with my hometown and community of Melbourne," he said.



“

I'm not a politician, I'm a Melbourne boy.

”

If elected, Mr Ward plans to focus on re-viving the city and the businesses that make Melbourne the most liveable city in the world.

"The community isn't just corporate people, it isn't just residents, it's people who are re-building, people who are highly successful and

people who are struggling," he said.

"I'm not from the big end of town, I'm not a politician, I'm a Melbourne boy, I spent 15 years working internationally and for the past 10 [years] I've been very happily back in Melbourne and enjoyed everything our great city has to offer and that's all just been wiped out."

While he is running as an independent in this election, Mr Ward said he supported Arron Wood and his plan to "reinvigorate Melbourne" ●

For more information:

facebook.com/AndrewWardMelbourne



Local's imaging of Victoria Harbour

WORDS BY *Janette Corcoran*
 COMMUNITY

On Wednesday, September 3, the DRG (Docklands Representative Group) hosted its second online forum. The topic was a locals' imaging of Victoria Harbour.

After a false start in the previous week, gremlins were removed and the webinar proceeded having received over 130 registrations. And the video has now had over 220 views!

The format comprised two parts. The first was a snapshot of Victoria Harbour – its history was presented by Development Victoria; a wildlife overview was presented by the Yarra River Keeper Association; and the regulatory and health aspects were presented by the City of Melbourne.

The second part comprised four local "pitches" of ideas for Victoria Harbour. And the DRG is very grateful to Dragon Boats, *Alma Doepel*, Whitley Boating Club and local resident, Linda Dugan, for putting such effort into their presentations. These can be viewed through the DRG's website.

Perhaps the greatest benefit of the evening is the connections that are being made between various Docklands "locals" – be they residents, frequent visitors or regular users of the harbour. And, the DRG is already discussing ways – post COVID-19 – how the Victoria Harbour conversation can be continued ●

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Authorised by Arron Wood, PO Box 692, North Melbourne, 3051

Susan Riley calls time on council

WORDS BY *Sean Car*
FEATURE

After a decorated 15 years on council, which included being the first woman to ever be elected Deputy Lord Mayor of Melbourne, the much-loved Susan Riley has said farewell to Town Hall ahead of the October 24 elections.

Having served under three different Lord Mayors and been a pioneer for women and cultural change at Town Hall during her four council terms, Cr Riley announced her resignation this month citing now was the time for fresh voices and ideas for the city.

While “heartbroken” about the state that the city currently found itself in amid the devastation of COVID-19, she said she departed council with a great sense of pride in what she had been able to achieve during her 15 years.

Foremost, she said she had always been a businesswoman. Entering politics off the back of a successful career in media and publishing which has spanned 30 years, perhaps her greatest legacy as a politician is having opened up Town Hall to women.

Working a majority of her career under the city’s two longest-serving Lord Mayors in John So and Robert Doyle, she said the two men had “very different” styles, but had been equally influential to her success in local politics.

Describing John So as a “humble” man who she “adored” working under, she said he had seen potential in her that “she never knew she had”.

“I left school at 14,” she said. “My passion for Melbourne made up for lack of experience in local government and I will be forever grateful for the opportunity John gave me.”

“John asked if I could bring women into Town Hall and I did not know any business women. I had never walked into Town Hall before the first day I was elected. Even though I operated my business out of the Block Arcade, no one had ever asked me to go into Town Hall.”

“When he said ‘we’ve got to get women into the city’ he asked if I would do a business lunch



and I could sit 10 people around his boardroom table. The truth is, I didn’t even know 10 women! But from that lunch, history was made.”

“Reaching out to businesswomen in the city became quite easy, because they wanted it.”

Since then, the City of Melbourne has hosted the Women in Business Lunch that now, with the exception of 2020 due to coronavirus, welcomes around 400 people to Town Hall each year and has culminated in the creation of a women’s business network.

Through her leadership roles in small business, retail, hospitality and major events, she was also instrumental in establishing events such as Melbourne Fashion Week, the Lord Mayor’s Commendations, the Melbourne Awards and many others.

While she didn’t run for council following her first term working under John So for business reasons, she was approached by Robert Doyle in 2008 to run again as his deputy in what would become known as Team Doyle.

Describing Mr Doyle as a “true statesman” who could sell Melbourne better than anyone,

she noted that his demise following allegations of sexual misconduct in 2018 had marked a “devastating” low point for her personally.

“One of my very low points, on a very personal note, is the demise of Robert Doyle and the circumstances through which he lost everything. That was another break-your-heart moment because I did admire him as a Lord Mayor,” she said.

“That Team Doyle, us as Team Doyle, we felt like we were branded on our forehead and it was only one man that did wrong, not us.”

Despite this, she said she had experienced “enormous satisfaction” working as deputy under both leaders, who had both encouraged her to travel and help transform Melbourne into the world’s most liveable city.

While she wouldn’t be drawn into commentary on current Lord Mayor Sally Capp, she did note that her friend and current Deputy Lord Mayor Arron Wood had not been afforded the same privileges she had during her time as deputy.

“Arron took my place as Deputy Lord Mayor so I helped him understand what a deputy does and it’s very time consuming,” she said. “Under Robert Doyle, I was a face of Melbourne because he had so many other duties to do, he would just flick me anything that he couldn’t possibly fit in his diary.”

“I don’t think our current deputy has had that privilege to get out there as much as I did with Robert, but that is just the nature of how it has unfolded. I respect Arron. I think if he gets through this election, he would make a sensational Lord Mayor. He has great empathy and is in touch with the real people, the ratepayers.”

“She [Sally Capp] is the Lord Mayor of Melbourne and I don’t want in any way to take that away from her. But I do think that whoever our next Lord Mayor is, they need to be authentic and be there for our ratepayers.”

“They [Lord Mayors] are there for the people and I think just of late there has been a bit of party politics, but I don’t want to be unfair to the lady.”

She also noted the “sheer joy” of working with “real people’s person” Cr Beverley Pinder, and said she couldn’t have asked for two better Greens councillors to have worked with than Rohan Leppert and Cathy Oke, who has also announced her retirement from council.

And on current CEO Justin Hanney, she said he was the best she had ever seen.

“Honestly, Justin is the best in my eyes,” she said.

“He listens to councillors. Whereas some CEOs thought we [councillors] just needed a pat on the back and told us what we need to know. Justin is superb in listening and acting on our advice.”

“I couldn’t wish for the council to be in better hands knowing that Justin is there, and a fantastic leadership team that he’s got behind him.”

While she leaves council with a heavy heart knowing the uphill battle the city faces to rebuild from COVID-19, she said she had also been proud to have played a role in the council’s response to the pandemic. Namely, the establishment of the council’s business concierge hotline, providing a one-stop-shop for support and mentoring.

And it’s in that direction where she plans to head next, flagging her desire to mentor traders at the Queen Victoria Market, as well as the next generation of female business and political leaders in our city.

“We’ve [the council] gone through the worst nine months, all of us, trying to rescue businesses, so with new ideas, new councillors and a refreshed council is one of the reasons why I decided that it was my time to retire and let that new blood come in,” she said.

“But I’m not leaving Melbourne by the way! I still have my apartment in the city and somewhere I’ll fall into a position where I can continue to still serve Melbourne.”

“Town Hall door might close on me, but Melbourne is open.”

Congratulations on a wonderful career Susan. The team at *Docklands News* wishes you the very best for whatever’s next! ●

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A handwritten signature in black ink, appearing to read 'Jennifer Yang'.

Jennifer Yang
Lord Mayoral Candidate
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Melbourne City Council Elections 2020



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District plans need more work

WORDS BY *Meg Hill & Sean Car*
PLANNING

The City of Melbourne has invited the developers of The District Docklands AsheMorgan to revise its proposal for a new mixed-use development after councillors unanimously objected to a number of aspects of the plans last month.

AsheMorgan is seeking approval from Minister for Planning Richard Wynne for an addendum to the Waterfront City East Development Plan 2003 (WFCDP), which would allow for a new mixed-use precinct at 50-94 Waterfront Way and 2-16 Little Docklands Drive.

The matter went before councillors at the Future Melbourne Committee (FMC) meeting on September 15 where AsheMorgan development director Andrew Whiteside expressed his disappointment in the “narrative” of the recommendation by the council’s planning officers.

While some councillors shared Mr Whiteside’s frustration in the nature of the “outdated” development plans for Waterfront City East, all unanimously objected to the application, with chair of planning Cr Nicholas Reece describing it as “too fortress-like”.

In the council’s delegate report, officers acknowledged that the site’s layout was structured around the “constraint” of the retained multi-storey car park, which occupies more than a third of the site. However, they stated that the proposed layout with its undercroft vehicle access and raised pedestrianised public realm provided an “unacceptable outcome”.

The six-stage plans, which include a mix of retail, office and residential buildings ranging between 40 and 80 metres in height, would include a 5.4 metre raised deck over a new Waterfront Lane “through link”. The plans also include an elevated public communal space situated 23 metres above ground level on the rooftop of the existing car park.

Cr Reece said that while AsheMorgan had improved the built form and fabric of The District and activated the surrounding precinct in a “clever way”, there were too many issues with the application that needed to be resolved.

“There are some significant positive aspects to it,” he said.

“That said, there are some issues which have been raised in the officers’ report which I do think need to be addressed, in particular the ensuring of a safe well-used public realm by avoiding raised decks and undercroft.”

“The preference in this part [raised decks] would be the activation of the accessible ground level, especially given its proximity to the water. While using raised decks and rooftops is certainly something we can see in other parts of the city, it’s very much a second-best solution to activating the ground plane.”



▲ A graphic showing proposed plans for The District Docklands site at 50-94 Waterfront Way and 2-16 Little Docklands Drive.

“In short, there is too much about this proposal which does not allow this site to connect and speak to the outside world. It’s too fortress-like with 60-metre street walls. We want a fully open and permeable proposal.”

The council’s planning officers also expressed concerns that the proposed built form would create negative wind impacts and overshadowing of public space and the new Docklands Primary School site.

Officers also noted that the proposal did not include any commitment to affordable housing and argued that a provision of “at least five per cent” be incorporated as part of the project’s residential component.

AsheMorgan development director Andrew Whiteside said he was disappointed in the “late stage” of the council’s recommendations and complained that planning officers had approached the application as a planning permit rather than a development plan.

“The development plan overlay is nearly 20 years old now and it doesn’t reflect where we’re at and where we need to go next, so unlike the previous matters you’ve dealt with tonight, we’re not seeking a planning permit for this development,” he said.

“This is an important point because many of the comments by officers are concerned with the detail, normally dealt with in the planning permit stages, such as wind impacts, assessment of detailed design, signage, etc.”



The development plan overlay is nearly 20 years old now and it doesn’t reflect where we’re at and where we need to go next.



The City of Melbourne’s director of planning and building Evan Counsel responded to Mr Whiteside’s claims, stating that the council had signalled “in principle support for intensification of development on the site” but outlined elements that needed to be resolved before the detailed planning permit stage.

“We think these are elements that need to be resolved before the addendum to the development plan can be approved,” he said.

While he agreed with the Development Plan for the precinct needed updating, deputy chair

of planning Cr Rohan Leppert described the outcome of the council’s decision as a “good faith solution”.

“This is a really large and important strategic site in Docklands,” he said. “Whenever you have a development plan overlay (DPO), and I agree with the applicant that we need a new one, we need to come to an arrangement as to what that fine-grain plan looks like.”

“We have to accept in the Docklands those controls are far and few between. DPO mechanisms provide developers in Docklands with extraordinary flexibility.”

“We can still get to a conclusion but we need to keep pushing further. This is a good faith solution.”

Lord Mayor Sally Capp said while she was disappointed that an agreement couldn’t be arrived at yet, activation at the ground level and enhancing the waterfront in Docklands was “absolutely paramount”.

“Ashe Morgan really needs to be supported. It has been incredibly active and proactive. I know we have common goals and it’s how we go about achieving them,” the Lord Mayor said.

Cr Beverley Pinder echoed the Lord Mayor’s support of AsheMorgan.

“It doesn’t seem like we have given them [AsheMorgan] a very good planning experience at all,” she said.

“I urge officers to advance discussions. I hope Docklands can get past this.” ●

Glenn Harvey answers your legal questions

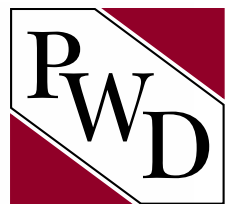
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No support for “snorkel” apartments

WORDS BY *Meg Hill*
PLANNING

The City of Melbourne has advised the Minister for Planning Richard Wynne that it doesn't support current plans for a massive new tower in the heart of Docklands at 694-704 Collins St largely due to issues surrounding apartment designs.

Cromwell Property Group has submitted plans to partially demolish its existing building, which is currently occupied by the Australian Bureau of Meteorology, and build a 54-storey office, residential hotel and apartment tower on the north end of the site.

The proposed \$310 million development designed by architects Nettleontribe would include 12,800 sqm of commercial space, 182 hotel rooms and 265 one-, two- and three-bedroom residential apartments.

But the council's planning officers didn't endorse the proposal based on the design of “snorkel apartments”, arguing that they didn't comply with the state government's *Better Apartment Design Standards*.

A “snorkel” design describes an apartment layout where the window in an external wall is connected to the apartment via a long corridor. It is considered an insufficient way to provide light to apartment buildings.

Speaking at the Future Melbourne Committee (FMC) meeting on September 1, the council's chair of planning Cr Nicholas Reece said an approval of the design would set a dangerous precedent.

“Essentially there is one issue which this development comes down to, and it is this issue around the internal layout and the fact that it does not comply with the better apartment design standards,” he said.

“The better apartment design standards were debated so long and hard for years in this town and I do not want to be the chair of planning that sees us walking back from those.”

Cr Rohan Leppert agreed that it would set a bad precedent for standards of living in the city.

“

Essentially there is one issue which this development comes down to ...

”

“This would be a precedent that would come back to bite us across the entire central city if it were so be awarded,” he said.

The motion carried unanimously by councillors did, however, note that should the development proceed in its current form that the Department of Environment, Land, Water and Planning (DELWP) should undertake independent daylight testing.

In his address to councillors on September 1, Cromwell Property Group's Chris Hansen made it clear that the company wasn't a “speculative developer looking to simply crystallise a profit”.

“We not only retain ownership of our assets but all through our vertically integrated business model manage and operate each of our properties then outsourcing to external agencies,” he said.

Mr Hansen said the developer had acquired this site more than 15 years ago and that its redevelopment represented the “next exciting chapter of Docklands' growth.”

Chris Godsell of Nettleontribe Architects said the expansion of 700 Collins St sought to “breathe new life” into a dreary and underutilised portion of the Docklands precinct.

“It's transformative,” he said. “It responds intelligently to its site.”

Mr Godsell also added that the building exceeded sustainability benchmarks in its design and was appropriately scaled for its location despite council's planning officers raising some concern with the project's height, bulk and overshadowing of surrounding streets ●



▲ A render of the proposed high-rise tower looking from Collins St.

MELBOURNE CITY COUNCIL ELECTIONS 2020

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It's time to play a part in shaping Melbourne's future. This year's elections will be held by postal vote, with ballot packs mailed to everyone on the Melbourne City Council voters' roll from Tuesday 6 October.

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CITY OF MELBOURNE

From little things, big things grow!

WORDS BY *Sean Car*
COMMUNITY

A letter to the editor of *Docklands News* published in last month's edition has managed to make it all the way to Spain and back again!

Local resident Daryl Mead sent an open letter to NewQuay developers Michael and Andrew Buxton of MAB Corporation, which was published in the September edition of *Docklands News*, calling on them to reconsider their plans for MAB's NewQuay West site.

As part of his letter, Mr Mead called on the developers to "redouble" their philanthropy and deliver a new maritime museum at NewQuay with possible pedestrian linkages around Victoria Harbour.

The local Docklander suggested that the services of who he described as "the best architect in the world" in Spaniard Santiago Calatrava be called upon to make his proposal a reality.

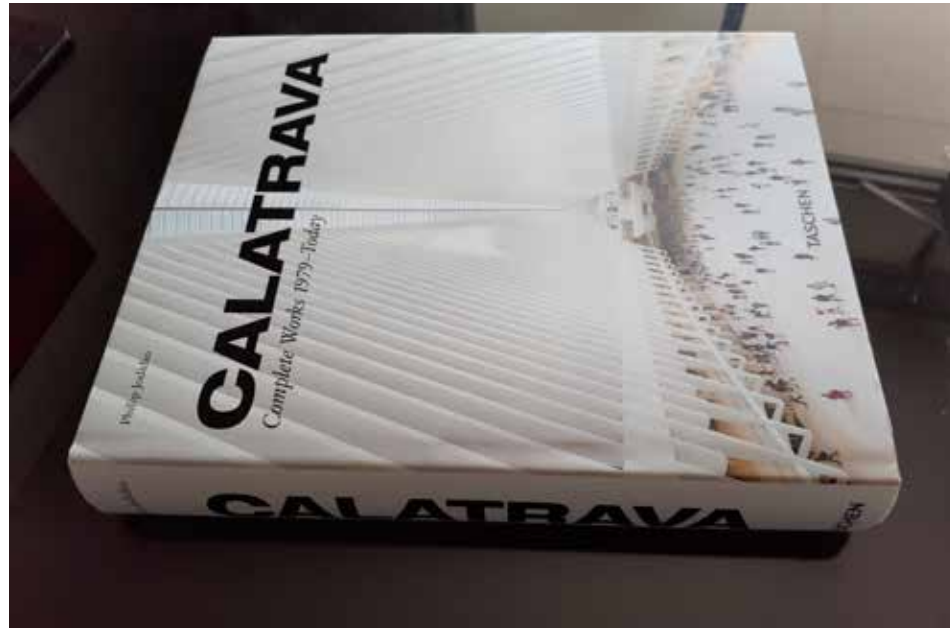
Santiago Calatrava is a world-renowned architect, engineer and artist who has designed many well-known international projects including the Milwaukee Art Museum, the World Trade Center Transportation Hub in New York and the Turning Torso tower in Malmo, Sweden, to name a few ...

And lo and behold, Mr Calatrava caught Mr Mead's letter via the *Docklands News* website and responded with a letter of his own addressed to both Daryl and the Buxton brothers, complete with a copy of his monograph *Calatrava: Complete Works!*

"It really touched me that on the side of the world, a person I do not know personally would so warmly recommend my work," Mr Calatrava wrote.

He also extended his appreciation to MAB for its "impressive body of work".

"Although I have never worked in Australia, I have long admired your country, its people and its architectural legacy from afar. It would be an honour to have the chance to construct a project there at any scale," he wrote.



"If you know of any possibilities for such work in your area, I would be honoured to be part of it."

While MAB expressed its appreciation of Mr Calatrava's comment and agreed that it was a remarkable occurrence, it wouldn't comment on whether it was open to his offer to design a new Docklands landmark just yet!

To read the full letter, visit the *Docklands News* Facebook page ●



Get on with Harbour Esplanade

WORDS BY *Sean Car*
ELECTIONS

Lord Mayoral hopeful Arron Wood said that, if elected, he would continue his strong advocacy for the upgrades of Harbour Esplanade and Central Pier.

Having served the previous council term as Deputy Lord Mayor, Mr Wood and his team are running against incumbent Lord Mayor Sally Capp in this election under the banner of "Revive Melbourne".

He said the lack of progress on crucial Docklands projects to renew Harbour Esplanade and reconstruct Central Pier was an "indictment" on current leadership.

"It speaks to this idea that we're [the council] listening to the concerns of residents and businesses down there. If there is no action, then you mark that as a failure," he said.

Mr Wood said he was frustrated that plans for Harbour Esplanade, which went through community consultation in 2014, have been "kept behind closed doors" by Development Victoria and by the AFL as part of its plans to upgrade Marvel Stadium.

"I think the biggest frustration is that the community does all this hard work and then it gets hidden behind closed doors for years," he said.

"What the community wanted is new open space, destination attractions, spaces for recreation and plan to knit the various fingers of Docklands together."

"It was a 12-month consultation period and it's been years now. We came up with all sorts of weird and wonderful ideas and the process disrespects Docklands resident input."

With his parents being long-term NewQuay residents, Mr Wood, a Kensington resident, said he considered Docklands his second home and that, if elected, he would continue to advocate strongly for the community's interests ●

Southbank by Beulah

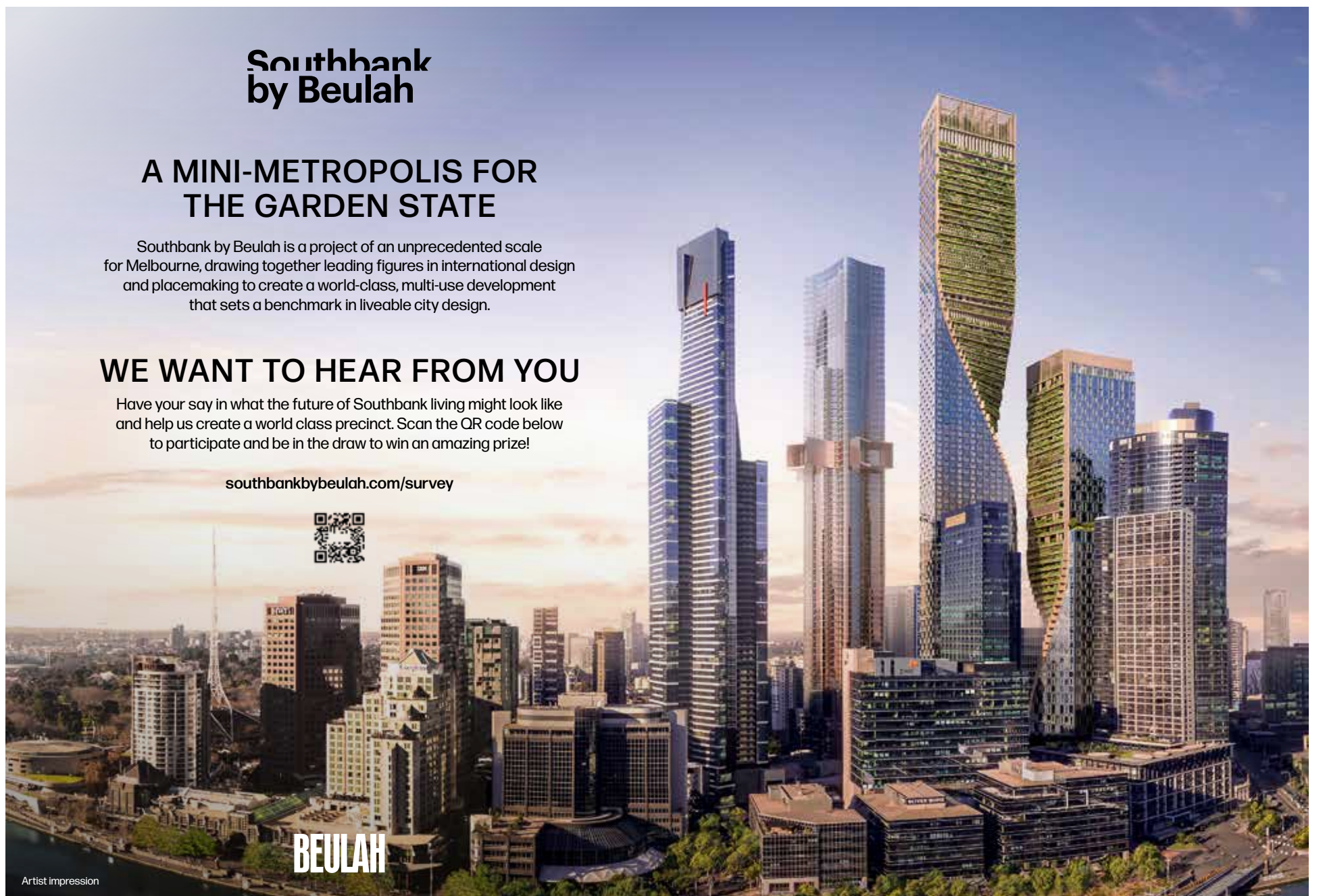
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Artist Impression

Plans for old Convention Centre site move forward

WORDS BY *Meg Hill*
PLANNING

A revision of Mirvac's major development plans for the former Melbourne Convention Centre site has been unanimously endorsed by City of Melbourne councillors, but the developer wasn't given everything it wanted.

The amended master plan, which the Minister for Planning Richard Wynne will have the final say on, seeks to consolidate the approved residential towers 1 and 3 into a single commercial office tower, while increasing the number of dwellings in tower 2 by removing the hotel.

The new \$220 million designed by Fender Katsalidis now includes two towers – a commercial office tower and a residential tower with 472 build-to-rent apartments, including 20 affordable housing apartments.

But in its assessment of the proposal, the City of Melbourne's planning officers recommended a compromised 10-metre setback at the Siddeley St edge of the commercial tower, which Mirvac was hoping to get approval for at just over five metres.

Mirvac's national manager of development told councillors at the Future Melbourne Meeting (FMC) on September 15 that the setback would endanger the site's "pre-commit tenants".

"The key to driving this interest has been our point of difference in that we're able to offer large floor plates with efficient and continuous zones," he said.

"We find ourselves in a very competitive, uncertain and suppressed market due to COVID-19 and we feel that losing our point of difference will put at risk this commercial building and its commencement."

"One of the key concerns we have with the proposed conditions is the enforcement of a 10-metre setback to the north elevation of the commercial building."

Craig Baudin from Fender Katsalidis added that the setback meant a "less flexible floor-



▲ A render of Mirvac's revised plans looking from Batman Park.

plate" and was significantly compromising to the project.

The council's chair of planning Cr Nicholas Reece said even with the setback the building would still have some of the biggest floor plates in the city in what he described as a "handsome" development.

"The key item is the setback, and this goes to the point about this being a really liveable and fantastic precinct of the city," he said.

Cr Reece praised other aspects of the project, including the move from residential to office and the inclusion of build-to-rent in the remaining residential tower.

"There's a lot to like about this Mirvac project," he said.

"The retention of the 20 affordable housing units is also very much to be welcomed."

"More broadly I do think this quarter of Melbourne is one of the most exciting in terms of the changes we're currently seeing."

"It obviously starts with the new Seafarers Park ... of course, there's also the Seafarers Place that's down by the crane, there's also the Sky Farm, the Flinders Wharf apartments, the redevelopment of the former Victoria Police Centre and Crown Plaza."

"When you put that all together this is a cor-

ner of Melbourne which is really going through a dramatic transformation and a really positive transformation."

Lord Mayor Sally Capp welcomed the build-to-rent component of Mirvac's plans.

"It [build-to-rent] speaks to our reactivation strategies in the city. This asset class has been a difficult area to overcome in Australia," Cr Capp said.

"I also want to acknowledge the confidence that Mirvac has shown in the Melbourne market. I acknowledge the impact that the setbacks will have but it sounds like a good compromise has been reached." ●



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▲ An aerial view of Goods Shed 5.



▲ A render of Riverlee's Seafarers development.

Heritage restoration underway at North Wharf

WORDS BY *Giulia Raneri*
HERITAGE

Restoration of the heritage-listed Goods Shed 5 in Docklands began last month as part of developer Riverlee's \$500 million Seafarers project.

The redevelopment of the maritime asset, which has sat dormant for more than 45 years, comes as welcome news to the revival of maritime heritage in Docklands with the building situated in what will be a new maritime precinct for Melbourne.

The news comes after the City of Melbourne and state government announced a feasibility study and business case into a new maritime heritage centre at the neighbouring Mission to Seafarers building in August.

To support that vision, Riverlee, in partnership with the council and the state government will also deliver the new 3500 sqm Seafarers Rest Park in the precinct, linking its develop-

ment to the Mission to Seafarers.

Having already restored the heritage crane attached to Goods Shed 5, the developer is now undertaking work to restore key elements of the building, such as the roof trusses, doors and windows.

Riverlee told *Docklands News* that all elements would be taken offsite for remediation works and carefully restored in the building during the project's construction phase, which will deliver a mixed-use development at the site. Melbourne Maritime Heritage Network (MMHN) chair and City of Melbourne Cr Jackie Watts said Riverlee had been tremendously engaged in the actual locality and the specific nature of its importance to Melbourne.

"This part of Melbourne's historic waterfront is such a critical element in our Maritime trade history that to have a developer as sympathetic to have that understanding, is very important to us," she said.

Former Secretary of the Waterside Workers

Federation Victoria Archie Arceri said the restoration of the maritime precinct was welcomed.

"The North Wharf was a hive of activity from the 1940s onwards until containerisation saw the end of the area as a commercial hub for the City. Break bulk, steel, wool and freezer ships were aplenty along the wharf area and played a huge part in Melbourne's development throughout that time," he said.

Built in 1941, the shed catered to the sudden influx of cargo, incorporating 4.25-metre high sliding doors to allow ample headroom for the movement of cargo. It was the first to have a road-transport loading bay and was also the first fireproof shed in the Port of Melbourne.

It wasn't until 1975 that the Goods Shed 5 fell into disuse when the newly completed Charles Grimes Bridge left insufficient clearance for cargo ships to pass underneath for passage upstream.

Still to this day, the shed represents the important history and technology of Melbourne's

pre-containerisation cargo handling methods and has remained essentially unchanged.

Cr Watts said the city needed to continue preserving its maritime history in order to understand "and acknowledge the role of trade by sea in driving Melbourne's economic prosperity in the past and present day."

With respect to the long history of Aboriginal maritime activity, the City of Melbourne along with Riverlee and landscape architects Oculus are currently in conversation with Traditional Custodian Groups, developing the design details for Seafarers Rest Park, which could see the use of native planting and indigenous maritime references, embedded throughout the site.

Upon completion in 2023, the river-front precinct will comprise of several luxury residences, including events venues, meeting spaces, a state-of-the-art health centre and food and beverage ●

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City of Melbourne Election 2020

MORGAN-WATTS TEAM:

Vote Lord Mayor **1**

Gary Morgan

Your Melbourne Council will work with the State Government to:

- 1. Make Melbourne CBD Covid Stage 2 now:**
 - provide free plastic masks for workers in hospitality, sport, retail, etc.
 - ensure all CBD visitors and workers have a Covid App
 - introduce voluntary temperature & COVID checks for CBD visitors and workers.
- 2. Support Queen Victoria Market Traders:**
 - no 'safe injecting' rooms near Queen Victoria Market - locate near hospitals
 - retain present parking.
- 3. Relocate residents from State Govt. housing towers to COVID safe housing.**
- 4. Continue Homeless housing - add social programs.**
- 5. Protect our Heritage - stop 'selfish' destruction.**
- 6. Cut Melbourne rates - both business & residential.**

For details of **MORGAN-WATTS TEAM** proposed policies visit:
www.jackiewatts.com.au, or call **0400 305 323**

Written and authorised by Jackie Watts 15-17 Palmerston Place, Carlton. 3053

Council elections ... here we go! All you need to know ...

WORDS BY *Sean Car*
ELECTIONS

With candidate preferences now submitted and the City of Melbourne officially in caretaker mode, voters can now meet the full field that's in front of them ahead of the council elections on October 24.

With 59 candidates having lodged with the Victorian Electoral Commission (VEC) for the nine councillor positions and 18 for the leadership positions of Lord Mayor and Deputy Lord Mayor, the virtual race for Town Hall is now on!

With COVID-19 meaning direct access to candidates will be restricted in what is an entirely postal voting election, Docklanders will have the opportunity to meet their nine Lord Mayoral candidates at 6pm on October 7 via an online Zoom forum hosted by the Docklands Chamber of Commerce and *Docklands News*. To register email your details and any questions you'd like to ask of the candidates to admin@docklandsc.com.au. Terms and conditions for the forum can be found on the Chamber's website: docklandsc.com.au.

Voters can also gain a greater sense of who they're voting for in this election thanks to voluntary donation and personal interests disclosure registers hosted on *Docklands News* publisher Hyperlocal News's website (hyperlocalnews.com.au).

While the current *Local Government Act 2020* only requires candidates to disclose their donations 40 days after the election, six of 11 councillors voted in favour of the voluntary scheme in August. Five abstained, largely citing privacy concerns.

Candidates shouldn't feel forced to declare their conflicts given the voluntary nature of these initiatives but voters can be assured that such concerns are invalid and if anything, questionable. Both registers set very clear and general guidelines.

The first register calls on candidates to declare donations or gifts to the cumulative value of \$500 or more received during the calendar year 2020. The second register invites candidates to voluntarily disclose board positions, political party memberships and financial interests valued at more than \$10,000 (excluding superannuation but including self-managed super funds).

At the time of publishing, only Teams Arron Wood, Morgan-Watts and The Greens had participated in the voluntary scheme but more were expected to cooperate in the weeks still leading up to the election.

While most of the 59 councillor nominees are splashed across team tickets outlined below, there are a handful of independents who will be hoping for as many locals to vote below the line for them as possible.

As for the leadership team tickets, here's what we know ...

Team Sally Capp

The frontrunner and incumbent Lord Mayor Sally Capp left her big reveal to the last-minute announcing Team Capp on September 21 just a day before nominations closed. And in no great surprise, Labor Party member Nick Reece will run alongside her as deputy, while the experienced Kevin Louey looks set for another term sitting in the number one councillor position on her ticket.

Despite both Reece and Louey carrying some baggage as former Team Doyle councillors, the appointments appear smart strategic moves by Capp, with Reece's presence likely steering Labor Party ticket preferences in her direction. While not being regarded as a particularly vocal councillor over his three council terms, former John So chief-of-staff Louey brings loyalty, capital and a wealth of experience to the Capp ticket and will no doubt help her navigate her first fully-fledged election campaign.

While barrister and Liberal Party member Roshena Campbell looks set to win a seat on council sitting next to the ticket underneath Louey, it's the third name which provides perhaps the most exciting prospect of Team Capp.

If elected, RMIT law professor, deputy pro vice-chancellor for indigenous education and engagement and Wiradjuri man Dr Mark McMillan could become the first ever indigenous councillor to serve at the City of Melbourne. And while third position on Capp's



▲ Team Capp: (left to right) Kuek, McMillan, Campbell, Reece, Capp, Louey, Davidge and Young.

ticket makes the task of election seemingly difficult, his inclusion might provide some incentive for more left-leaning tickets such as The Greens to exchange preferences.

The remainder of Team Capp includes architect and artist and Citizens for Melbourne president Tania Davidge, Cherry Bar owner James Young and international relations expert and anthropologist Tina Kuek.

All in all, given Capp's political inexperience, the constraints she has been forced to contend with during her two years rebuilding the council's reputation following the demise of Robert Doyle and her leadership during COVID-19, she's very well placed.

While many have vented frustration with delays in revealing her ticket, her excuse of responding to the pandemic has been more than reasonable, and in spite of these challenges, she's managed to form a pretty well-balanced ticket.

In unveiling her team on September 21, she described it as "the right team for Melbourne" and she pledged to lead the city's economic rebuild and create 80,000 new jobs during the next four years.

"The team represents the breadth of the talent, diversity and character of our great city," Capp said. "Every one of them deserves to be elected."

"There's a big job ahead in reactivating and revitalising our city and, if I'm re-elected as Lord Mayor, I will need a team to help get the job done."

"If re-elected, I will use every lever that I have to generate jobs, jobs and more jobs."

sallycapp.com



▲ Arron Wood and Lisa Teh.

Team Arron Wood

The current Deputy Lord Mayor Arron Wood hasn't enjoyed his two years working with Sally Capp and he is now putting it all on the line by challenging her for the top job under the slogan, "Revive Melbourne".

The announcement of his nomination did, however, clash with Premier Daniel Andrews revealing his long-awaited roadmap out of COVID-19 on September 6, meaning less exposure on his *Herald Sun* exclusive than perhaps he would have liked.

While he too carries the unwanted baggage of "Team Doyle", his bid for Town Hall has been welcomed by many who haven't been completely sold on Sally Capp's leadership style and Wood undoubtedly presents as her biggest challenger in this race.

With a strong track record over his two terms on council, particularly in the sustainability, business and homelessness spaces, he's framed his campaign on the narrative of "less glossy renders, more hard work and delivery". His tireless work in helping deliver the likes of the Melbourne Renewable Energy Project, shouldn't be taken lightly by voters.

Accompanied by business owner, marketing,

fashion and lifestyle guru Lisa Teh as his Deputy Lord Mayoral running mate, Team Arron Wood is vowing to fight for ratepayers and businesses if elected.

"I am a rate paying resident and small business person - can any other Lord Mayoral candidate claim to be as well?" Arron said.

"Reviving Melbourne is my only motivation. It's fine to cut ribbons and rub shoulders but I'm more interested in getting things done, in reviving Melbourne for our ratepayers."

"I am not beholden to any political groups, corporate interests or developers. With me what you see is what you get and if you vote for me, you get me."

Fellow business owner and Chinese-born Jason Chang is placed in first spot on the Team Arron Wood ticket and based on how preferences could likely flow, could be the only member of the team elected to council.

But the appointment of Liberal Party member and former Melbourne councillor Peter Clarke at number two raises some concern for Wood as to the likelihood of preference swapping with the left in this election.

Mr Clarke, a renowned property consultant, architect and close colleague of former state Liberal opposition leader Matthew Guy, is not popular with the likes of The Greens who Wood might be dependent on for a shot at Lord Mayoralty. Mr Clarke was previously elected to council on pollster Gary Morgan's ticket, pointing to a possible preference swap, which would really only help get Jackie Watts re-elected.

While being touted by many as Wood's chosen deputy in this election, close colleague and friend Beverley Pinder slots in at number three on the ticket, despite contributing a healthy \$30,000 donation to his campaign.

Nevertheless, having served on council for the best part of eight years, Pinder is veering towards retirement anyway, saying she felt like she had nothing to lose and was proud to support Arron's campaign.

The remainder of Team Arron Wood consists of clinic research professional and small business owner Abdi Ali and lawyer, appeals judge, law lecturer and entrepreneur Beverley Honig.

The team's priorities include getting people back to work, developing a targeted precincts strategy, supporting a rate freeze, reviving construction and tackling the homelessness crisis.

teamarronwood.com.au



▲ Phil Reed and Wesa Chau.

Team Labor

Labor Party veteran Phil Reed and his official Labor endorsed ticket represents the only team to have publicly unveiled itself months ago, rather than days or weeks in the case of Team Capp and Team Wood.

While the Labor team naturally hasn't been hampered with the burden of running the city at the same time as a campaign, its early exposure to voters places it in a favourable position; less so for its leadership nominees, but more in

relation to its councillor hopefuls.

Mr Reed and Deputy Lord Mayoral candidate in businesswoman and multicultural campaigner Wesa Chau have been out in force over the past few months, spruiking their vision for "cultural change" and "real city government" at Town Hall focused on delivery and accountability.

It's a vision supported by a track record of a major political party engine room that has obvious merit. However, there is also concern among some voters as to the Labor Party's growing influence at Town Hall.

Many were surprised by Labor powerbroker Nick Reece's early decision to jump on Team Capp rather than join his party cohorts. It's led to some speculation of his role as the so-called "puppet master" of this election, and Phil Reed has preferred Sally Capp's team ahead of Arron Wood.

But while nothing is certain, North Melbourne pub owner Davydd Griffiths and experienced former Glen Eira Mayor Mary Delahunty are well positioned in the first two councillor spots and would undoubtedly bring fresh and experienced voices to council.

Rounded out with Carlton community liaison Hamdi Ali, the Labor team is promising action- and innovation-based approaches to supporting housing affordability, renewable energy, employment, small businesses and waste management.

Notably, Labor has put forward a self-described "game-changing" policy to deliver a rate-holiday to build-to-rent developments in an effort to provide more affordable housing in the city.

Mr Reed also cites the under-delivery of council's capital works budget as a key motivation for change at Town Hall, stating the days of simply running tenders and turning up for the ribbon cutting were over.

"After 2020, our city will never be the same again. Labor doesn't fear this change - we see residents, business owners, artists and creators who will flourish again with clear vision and strong leadership," Mr Reed said.

"We are asking people to vote Labor for Melbourne, because we have a real plan to get the job done."

melbournelabor.com.au



▲ Rohan Leppert and Apsara Sabaratnam.

The Greens

Never to be underestimated, The Greens have a loyal and ever-growing base of grassroots voters and could pose its greatest challenge for Town Hall yet in this election.

With the impacts of COVID-19 forcing the focus of policy-makers at all levels of government firmly back to the needs of the local community, residents and businesses alike, The Greens policy platform presents as an increasingly attractive proposition to voters.

If the "top-heavy" leadership of the other tickets doesn't bode so well for those feeling disenfranchised by the bigger players, then who knows how far The Greens might go in 2020.

With a more competitive and stacked field this time around as opposed to 2016 where The Greens won 26 per cent of the overall vote to Team Doyle's 52 per cent, it will all come down to preferences.

But in what is largely a progressive (and even socialist) field, CBD resident of 19 years Apsara Sabaratnam could give Sally Capp a real run for her money.

The experience of Cr Rohan Leppert is well-



▲ Dr Olivia Ball.



▲ Philip Le Liu.



▲ Gary Morgan.



▲ The Socialist councillor hopeful Chris di Pasquale.

known from his two terms on council and one can all but lock in a third term. Dr Olivia Ball replaces outgoing three-term councillor Cathy Oke in second position on the ticket having run as the party's Lord Mayoral candidate in 2016.

In an effort to retain more residents in the city, Ms Sabaratnam will lead the team under the policy initiative, "A Good Night's Sleep for Everyone", which targets areas close to the hearts of Docklanders including building regulation and residential amenity.

Rohan Leppert said sunlight, open space and energy efficient design needed to be protected and enhanced in Docklands by not leaving its planning controls open to secret development agreements.

North Melbourne resident and midwife Roxane Ingleton will run as deputy to Ms Sabaratnam on The Greens ticket, with Carlton resident Emily Corcoran, Kensington resident David Jeffery, Southbank resident and urban planner Nakita Thomson, and East Melbourne resident Charlotte George making up the remaining councillor spots.

melbournecitygreens.com/election-2020



▲ Nick Russian.

Bring Back Melbourne

The surprise packet of this election, without question.

Somewhat renowned nightclub owner Nick Russian emerged out of nowhere in August as a possible challenger for Lord Mayor by the *Herald Sun*, having reportedly been approached by forces within the Liberal Party, despite being an independent.

While the Liberal Party doesn't officially endorse candidates, Russian's nomination certainly provides the only current Liberal councillor in Philip Le Liu's campaign for re-election with more of a profile.

Le Liu had flagged his own unofficial Liberal Party ticket for some time, placing himself in the number one councillor slot. In the end he has finished up with a team consisting of Serena Lu Jiang, Lauren Sherson and Darin Schade – all ex-Liberal state and federal candidates.

Russian will run alongside Liberal member Michael Burge (deputy), under the motto of "Bring Back Melbourne for business, residents and students". Like many business owners, Russian has felt the devastation of COVID-19 and is putting his power and prestige to good use with a foray into local politics.

The team will focus on a number of key policy objectives, namely allowing residents to choose where 50 per cent of their rates could be invested, reenergising the night-time economy and "NO" to a safe injecting room in Melbourne.

Philip Le Liu has more than held his own during his four years on council having been elected in 2016 on Ken Ong's ticket. Having

served as chair of the council's international engagement portfolio, his passion for international students and business has shone through.

On September 15, he called on the council to declare a business and jobs emergency in the City of Melbourne and he said his team would be putting the same pressure on the state government in the post-COVID recovery.

businessresidentsstudents.melbourne



▲ Jennifer Yang.

Back To Business - Jennifer Yang

Labor Party member Jennifer Yang has vowed to become the "night-time" Lord Mayor if elected and is campaigning under the slogan "back to business".

The former Manningham Mayor and Lord Mayoral by-election candidate in 2018 where she came close to toppling Sally Capp, shouldn't present as so much of a threat in this election given the stacked nature of the field.

But she is understood to be backed by Labor's industrial left, which includes some unions, and her presence in the race does present some concern for Sally Capp as there will likely be some preference swapping with Arron Wood.

Her Deputy Lord Mayoral running mate is Block Arcade business owner Sandra Gee, while the councillor ticket features construction figure Elizabeth Doidge and businessman and former Manningham Mayor Charles Pick.

Ms Yang's greatest role in this election will undoubtedly be stirring up the anti-Sally Capp forces, but she will once again pose a considerable challenge and will be helped by being preferred second on the Phil Reed Labor Team ticket.

"I know what business needs to get back on its feet after the COVID lockdown," Ms Yang said. "The city's traders, retailers and businesses need our Lord Mayor to be a strong voice, not a weak echo. Let's put the 'B' back into CBD with policies aimed at supporting our business community and a Lord Mayor who'll stand up for us, whether to the state government or to narrow interest groups."

"Back to Business' brings together retailers, traders, residents and the construction and business communities to give Melbourne the leadership it's been missing for two years".

Ms Yang said her team was focused on a strong rate relief plan, creating dedicated business portfolios for key industries within the council, advocate for "substantial changes" to the government's C270 planning controls and provide greater stimulus to businesses suffering from the impacts of COVID-19.

back-to-business.com.au

Team Morgan-Watts

Pollster and chairman of Roy Morgan Research, Gary Morgan is no stranger to the City of Melbourne and he's going around once again largely to help get long-serving councillor Jackie Watts re-elected.

Friends of Queen Victoria Market (QVM) Mary-Lou Howie will run as his deputy under a campaign heavily focused on getting businesses in Melbourne out of lockdown, supporting QVM traders and relocating residents living in public housing towers.

"The Queen Victorian Market does not need the negative impacts of an active drug market in its area – on top of COVID," Mr Morgan said.

"The Morgan-Watts Team priority will be to relocate residents from state government housing towers to COVID-safe housing, continue homeless housing – with additional social programs, protect Melbourne's heritage – stop 'selfish' destruction, and cut Melbourne rates – both business and residential."

While Morgan has stated his intentions to support Sally Capp in terms of preference swapping, Morgan's former running mate Peter Clarke, who is running on Team Arron Wood, will receive his councillor preferences.



▲ Mary Lou-Howie.

Either way, Labor Party member Jackie Watts looks likely to win another term on council and her community-driven politics has found a practical voice during the past four years on issues such as maritime and knowledge.

The rest of the Morgan-Watts ticket consists of Liberal Party member and Coalition of Resident and Business Associations (CoRBA) president Michael Kennedy, logistics engineer Haya Al-Daghlis and Docklands academic Dr Dashi Zhang.



▲ Jackie Watts.

jackiewatts.com.au

Victorian Socialists

As reported in the September edition of *CBD News*, the Victorian Socialists having formed a ticket for the election, spearheaded by Flinders Street Station worker Kath Larkin, Daniel Nair Dadich (deputy) and Chris di Pasquale in the first councillor spot.

While vowing to revolutionise the position of Lord Mayor and represent front line workers, Ms Larkin's major objective will be attempting to get di Pasquale, an ESL teacher working in the CBD, elected as a councillor.

While there are a number of left-leaning forces on this ticket, one isn't sure if there is enough to make that happen but the Socialists are up for the fight and it will be interesting to see how they fare.

Ms Larkin slammed current councillors for their failure to put the interests of city workers and residents above big business. She said constituents were struggling to be heard by a council hopelessly compromised by donations from developers and the top end of town.

victoriansocialists.org.au/melbourne-city



Team Zorin

Long-time political hopeful Wayne Tseng (pictured) is running for Lord Mayor alongside Gricol Yang as deputy under the name Team Zorin and hopes to improve his political record of four losses with the Liberal party at state and federal levels.

Mr Tseng is the founder of eTranslate, a company that offers translation and cultural consultation for businesses. He is also an avid property investor and founded the Chinese Chamber of Property Investors, a non-profit organisation that helps Chinese nationals invest in the Australian property market.

While he has since resigned from the Liberal Party, Mr Tseng is running on the platform of improving transparency in government and giving citizens a bigger say in what goes on by implementing a "digital democracy".

"Our main advocacy is to promote stronger participation of people in the course of government – in this case council – decisions," he said.

His plan includes implementing a social media platform specifically for council to hear suggestions and interact with voters so that they can have a better say in the democratic process.

teamzorin.com.au



Sean Car

EDITOR

SEAN@HYPERLOCALNEWS.COM.AU

CITY NEWS

CITY OF MELBOURNE PLANS FOR REACTIVATION AND RECOVERY

A new COVID-19 Reactivation and Recovery Plan aims to protect jobs and businesses, help the community and support the staged return of people to Melbourne's city centre.

The City of Melbourne has been working with business and community leaders for months to develop the best ideas to support the city through this health crisis and recession.

The resulting Reactivation and Recovery Plan recognises the unique challenges facing the central city and outlines major, collaborative initiatives to drive immediate reactivation when restrictions ease.

As well as making sure Melbourne is open for business in a safe and welcoming way, the initiatives will create a foundation for the city's longer-term regeneration and resilience.

FAST FACTS**Benefits to businesses and residents**

The COVID-19 Reactivation and Recovery Plan outlines the City of Melbourne's plans to:

- ☑ continue to sanitise the city through expanded cleaning services
- ☑ deliver new bike lanes to create more transport options
- ☑ create more space for people in our Little Streets
- ☑ support outdoor dining through advocacy, a faster permit system and extension of fee waivers for street trading
- ☑ work with precinct associations, businesses, community groups and Melbourne's creative industry to reactivate retail strips and vacant shopfronts

- ☑ deliver Melbourne Fashion Week, the Christmas Festival and other pop-up activities, installations and performances in innovative ways to draw people back to the city when it is safe to do so
- ☑ encourage major employers to bring workers back to the city in a safe and staged way once restrictions ease, which will be central to Melbourne's reactivation
- ☑ secure State and Federal government funding to commence major infrastructure projects that will create jobs and benefit our community for years to come, including a transport route to Fishermans Bend, affordable housing and new sporting and community facilities.

To find out more about the City of Melbourne's response to COVID-19, visit melbourne.vic.gov.au/coronavirus

SAFER PACE FOR LITTLE STREETS

The City of Melbourne has reduced the speed limit from 40 to 20 kilometres per hour on Little Lonsdale, Little Bourke and Little Collins streets and Flinders Lane, and people now have right of way over cars and bikes.

These changes will improve safety for people walking and cycling, create more space for physical distancing and encourage people to return to the city as COVID-19 restrictions ease.

The new speed limits better reflect current average vehicle speeds and are not expected to impact drivers' travel time.

The initiative is the first step in a broader program of works to create more space for shoppers, diners and pedestrians, which will use art and activities to revitalise our streets and laneways.

For more information, visit melbourne.vic.gov.au/littlestreets



The speed limit on Melbourne's little streets has been reduced, and people now have right of way over cars and bikes

ECONOMIC SUPPORT PACKAGE

The City of Melbourne is partnering with the Victorian Government to deliver a joint \$100 million economic support package for businesses and workers.

The fund includes \$50 million from the City of Melbourne and \$50 million from the Victorian Government to reactivate the central city, as part of the roadmap to a COVID-safe reopening for Melbourne.

The package includes funding to extend outdoor trading, waive permit fees, activate vacant shopfronts and increase marketing, events and entertainment to attract people back to the city.

To find out more, visit melbourne.vic.gov.au/business or contact the City of Melbourne's Business Concierge Service on 9658 9658 (press 1 for business) from 7.30am to 6pm Monday to Friday.

**IN-BRIEF****MINDFUL SPRING CLEANING**

The challenges of COVID-19 have strengthened our community, with many people seeking to support their neighbours. This spring, help out someone in need by donating quality unwanted items. For anything that can't find a new home, book a free hard waste collection.

melbourne.vic.gov.au/springclean

WILDLIFE GARDENS

From native plants to bee hotels, there are many ways to make your garden wildlife-friendly, even if you just have pot plants on your balcony. Help boost urban biodiversity by getting a virtual garden assessment from the City of Melbourne's Gardens for Wildlife volunteers.

melbourne.vic.gov.au/gardensforwildlife

CREATIVITY IN LOCKDOWN

Rock band Rudely Interrupted is among 75 recipients of the City of Melbourne's COVID-19 quick-response arts grants who identify as living with disability. Find out how the band has been creating new tunes during lockdown in *Melbourne* magazine online.

magazine.melbourne.vic.gov.au

YAMIKO'S UNIQUE STORY

Read the compelling personal essay by writer, therapist and food truck owner Yamiko Marama that won the Lord Mayor's Creative Writing Awards. This competition showcases emerging artists and celebrates Melbourne as a UNESCO City of Literature.

melbourne.vic.gov.au/creativewritingawards

ADVERTISEMENT
Your City of Melbourne Community Update



Arts and crafts



Folia House



Gelato from Pidapipo

Photo: Sarah Pannell

COMMUNITY NEWS

SEVEN WAYS TO ENJOY MELBOURNE IN SPRING

The weather is warming up and, while we continue to be vigilant against COVID-19, there are plenty of opportunities to safely support local businesses and enjoy Melbourne during spring.

Here are some highlights from the City of Melbourne events calendar and the What's On Melbourne blog to get your ideas flowing.

1 Make a new plant friend

Folia House at Queen Victoria Market is a popular destination for plant parents, and the team is now offering home-delivery.

Browse the virtual jungle online, from mini cacti and bonsai to towering monstera. Shop by light-level or size, or choose a pet-friendly pot.

2 Frock up for Fashion's Night In

Support local retailers who have been doing it tough by immersing yourself in Vogue American Express Fashion's Night In.

This virtual shopping festival is a new take on a popular Melbourne Fashion Week event. Tune in for activities and special offers from Thursday 22 October to Sunday 1 November. Learn more at mfw.melbourne.vic.gov.au

3 Order sweet treats

Enjoy legendary Lygon Street gelato at home by ordering a tub of Pidapipo's finest on Uber Eats.

Mix flavours, order waffle cones on the side or treat yourself to a drizzle of Nutella on top. Head to Instagram to feast your eyes on Pidapipo's latest seasonal flavours.

4 Mask up in style

Many of Melbourne's favourite designers and retailers have begun making chic, DHHS-compliant face masks to help us all stay safe.

Choose from floral, eco-friendly and hypoallergenic options created by Kuwari, Gorman, entrepreneurial international students and more. Search for suppliers at whatsonblog.melbourne.vic.gov.au

5 Have a craft afternoon

Be inspired to draw the galaxy, make clouds or raise a paper giraffe by browsing Craft Victoria's endless online encyclopaedia of crafting activities.

If you need to order supplies, check out local businesses like Deans Art, Stranger Than Paradise or Morris and Sons.

6 Join a high-tech conversation

How should we use technological innovations in states of disaster?

Join innovator, inventor and entrepreneur Tan Le on YouTube for this virtual Melbourne Conversation on Wednesday 28 October. Find out more at melbourne.vic.gov.au/melbourneconversations

7 Enjoy music, movement and more

Fill your diary with online events for older people presented by the City of Melbourne. The October program includes yoga, tai chi, live music and informative talks.

To find out more about these events and ways to stay connected, call 9658 9190 or visit melbourne.vic.gov.au/olderpeople

To keep up-to-date, follow What's On Melbourne on social media, or visit whatson.melbourne.vic.gov.au and subscribe to the newsletter.

What's On Melbourne

/WhatsOnMelb

/WhatsOnMelb

COMMUNITY CORNER
SHARE YOUR STORY

You're invited to contribute stories and photos towards a community timeline that will celebrate the unique life experiences and diversity of older Melburnians.

The 'Years of Our Lives' project will give you an opportunity to reflect and reminisce about important moments and people in your life, treasured memories, achievements and adventures.

Submissions will be curated by a group of artists into a creative shared timeline that will be presented in print and online during the Victorian Seniors Festival in November.

To contribute, complete the form at participate.melbourne.vic.gov.au/years-of-our-lives by 11 October.

For more information, or to request assistance, please contact the City of Melbourne's Healthy Ageing team on 9658 9190 or email healthyageing@melbourne.vic.gov.au



KEEP IN TOUCH

To stay connected with all the latest news from the City of Melbourne, follow us on social media and subscribe to *Melbourne* magazine online at magazine.melbourne.vic.gov.au

You can also join conversations to influence plans for your neighbourhood through Participate Melbourne at participate.melbourne.vic.gov.au

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Getting the dining formula right

WORDS BY Rhonda Dredge
BUSINESS

Everyone in Melbourne is swapping stories about takeaway and the Hof Downtown is keeping up a steady delivery with a new dining app that reduces the cost from 35 to 2.9 per cent.

The restaurant is making all of its traditional German meals at the Docklands site.

Instead of using global delivery services such as UberEats it has partnered with a local company Mr Yum.

"This has made a 100 per cent difference," manager Philipp Hockenberger said. "Everyone knows that hospitality doesn't involve big margins."

He said other platforms were charging 25 per cent or more. For a Friday night order worth \$100 they would be out of pocket by more than \$20.

My Yum is a web-based digital menu with a code that can be scanned, taking the customer to an ordering page.

"This is a big help at a difficult time for business so please order this way," a notice on the restaurant's door read.

Mr Hockenberger said one of the advantages for business was that "all of the data belongs to you".

He said the restaurant was doing its own deliveries using staff on JobKeeper payments while Mr Yum handled the technical aspects of orders.

"It's a really beautiful thing. These guys have reduced the fee now in the second lockdown from 4.5 per cent 2.9 per cent. It's a little but more than a bank fee. Everything helps."

The Docklands restaurant is more like a factory these days as it gets ready to deliver statewide for Oktoberfest.

"We've got a really busy weekend in front of us," Mr Hockenberger said, with bottles to fill with lager and boxes to fill for delivery around the state.

On the recommended list for beer drinkers



▲ Philipp Hockenberger with the Flammkuchen - a unique German flatbread.



This is a big help at a difficult time for business so please order this way.



is the German version of the pizza called a Flammkuchen – a flat bread with sour cream, caramelised onion, ham and chives which the restaurant introduced into Australia. The restaurant sells about 100 per week.

Delivery is free within a five-kilometre radius of Docklands ●



Rhonda Dredge
JOURNALIST
RHONDA@CBDNEWS.COM.AU

Alma fundraises against the clock

WORDS BY Maeve Bannister
MARITIME

The restoration of one of Australia's oldest tall ships, *Alma Doepel*, has been jeopardised after an expected donation was delayed at the last minute due to COVID-19.

In spite of stage four restrictions, shipwrights working on the *Alma's* hull were on track for completion last month but their work had depended on continued funding.

The project now needs to raise \$72,000 by the end of November, which would allow time for painting before the Christmas break.

The financial crises also delayed the *Alma's* planned return to the water, which was scheduled for the first quarter of 2021.

Community donors have been called on to support the new "Watertight Campaign".

Every dollar raised has been prioritised for the shipwright team to be kept on site and complete essential work on the hull to make it watertight for its return to the water.

COVID restrictions has also caused the *Alma Doepel's* annual fundraiser to be moved online.

Donors are invited to two virtual wine tastings as part of the sixth annual "Voyage of a Lifetime", hosted by MP Cellar House on October 14 and October 22 at 7.30pm.

Wines from the Mornington Peninsula will be delivered to attendees who will be taken through the virtual wine tasting by experts, all from the comfort of home.

Tickets are \$150 per person which includes delivery and a \$100 tax-deductible donation.

Once the hull work is complete, attention will again turn to other projects the *Alma* still needs to sail, including the propellers, and bow thruster tunnel ●

For more information:
almadoepel.com.au

MELBOURNE CITY REACTIVATION FUND



The City of Melbourne and the Victorian Government have announced the landmark \$100 million Melbourne City Reactivation Fund to assist businesses and reactivate the central city as restrictions ease.

In addition, hospitality venues can apply for free extended outdoor dining permits, which will support the COVID-safe reopening of our crucial hospitality businesses while maintaining resident amenity. Eligible businesses can also apply for free sessions with the Small Business Mentoring Service by 16 October.

To enquire about any of the support available, contact the City of Melbourne's Business Concierge Service on 9658 9658 (press 1 for business) from 7.30am to 6pm Monday to Friday, or visit melbourne.vic.gov.au/business



Push for stricter sustainability standards

WORDS BY *David Schout*
SUSTAINABILITY

Developers would be subject to tighter environmental building standards under a new council plan to keep the City of Melbourne “competitive” while helping it reach zero net emissions by 2040.

Under the proposal put to the Minister for Planning Richard Wynne, new buildings would be required to meet stricter energy efficiency standards while including other provisions such as bicycle parking and electric vehicle charging points.

The council, which last year declared a “climate emergency”, has committed to zero net emissions by 2040.

Buildings contribute around two-thirds of emissions within the city and the current sustainability standards for developers are insufficient for it to reach its goal.

The council’s chair of planning Cr Nicholas Reece noted the council’s 2040 pledge meant it “had to take action”.

“We do know that buildings contribute to over 60 per cent of emissions in this city,” he said at the September 15 Future Melbourne Committee (FMC) meeting.

“We also know that it makes good sense to make better and more efficient buildings which will also create living and working environments which are healthy, light-filled and not expensive to run.”

New buildings of more than 5000 sqm would be required, at a minimum, to reach a five-star green standard rating, while six-star would be “preferred”.

Cr Reece said cities around the world like London and Portland and even Australian cities like Sydney were “well ahead” of Melbourne when it came to environmentally friendly design standards.

He said while some developers and investors had reached and even exceeded green star standards in recent years, it was not enough.

“We also know that it makes good sense to make better and more efficient buildings which will also create living and working environments which are healthy, light-filled and not expensive to run.”



“This is still very much not the norm, hence the need for clear, certain standards which will build on previous policy,” Cr Reece said.

Developers would be encouraged to invest in things like solar panels, green roofs and walls, and energy-efficient materials for greater insulation.

Architects and developers would be able to measure their green credentials with the council’s bespoke “Green Factor Tool”, which was also endorsed on September 15.

Tributes were paid to outgoing Greens councillor Cathy Oke for her work on the tool, which she first proposed back in 2009.

Docklands as a “living lab”

One Docklands-based candidate in this month’s council elections agreed that Melbourne lagged behind many other cities.

Dr Janette Corcoran, who is running as a candidate for the Residents First group on October 24, is an apartment living expert with a focus on sustainability, said the city had a way to go.

“It is an area that needs to be looked at holistically,” she said.

“The only way to overcome a lot of the challenges we have is through improved design. I don’t think anyone is speaking against it — it’s really about how we’re going to do that, rather than should we.”

Dr Corcoran believed the council could progress sustainability a step further and make Docklands a “living lab” for high-rise sustainability research.

She believed the local area would be the perfect urban living lab, which refers to a real-world setting for research and experimentation (as opposed to a traditional laboratory).

The city of Darwin, for example, is a living lab to test the effectiveness of heat mitigation in tropical urban design.

Docklands’ array of high-rise buildings, according to Dr Corcoran, would be an ideal area to test — on scale — its relationship with things like energy and waste.

“Docklands is really suitable for this,” she said.

“It’s compact, it actually has buildings of different ages — quite new buildings to ones approaching 25 years old — has accessible owners’ corporations (OCs) and community, people are engaging and there’s a local network, and also on our doorstep we have knowledge sector, with RMIT and the University of Melbourne. What it takes is actually bringing those elements together, and I’m suggesting the methodology to doing that is a living lab.”

Research would not be a “one-off thing”, but ongoing according to Dr Corcoran, and something that could become a drawcard for the



▲ *Janette Corcoran.*

area, “to bring people here for a purpose”.

More than 80 per cent of residents in the City of Melbourne lived in apartments, but Dr Corcoran said it was still a misunderstood way of life.

“It’s a mainstream way of living now but it’s not appreciated,” she said.

“COVID (cases) in high-rises evidenced this; it’s not really understood by many decision-makers. They’re not houses turned on their side.”

Naturally, the idea would require buy-in from several different parties, one of which is the council she will be running for this month.

To read more about the Residents First bid for a seat at council head to page 4 of this edition ●



David Schout

JOURNALIST

DAVID@HYPERLOCALNEWS.COM.AU

Melbourne City Council postal elections

Your Melbourne, your vote



Check the mail for your ballot pack

Melbourne City Council elections are underway. Ballot packs containing voting material will be mailed to enrolled voters from **Tuesday 6 October 2020**.

This is a postal election only.

If you do not receive your ballot pack by **Friday 16 October 2020**, please call (03) 8619 1444 during business hours to arrange a replacement.

Candidates

Candidates who have nominated for election are listed in the ballot pack and at vec.vic.gov.au

The ballot pack contains booklets with photos and statements (if these have been provided by the candidates), for the Leadership Team and councillor positions.

Responses to a candidate questionnaire, where provided, are also available at vec.vic.gov.au

How to vote correctly for both elections

You will vote in two elections—one to elect the Leadership Team and the other to elect nine councillors. You must complete your ballot papers correctly for your vote to count.

Leadership Team

(Lord Mayor and Deputy Lord Mayor)

Put the number **1** in the box next to the team you most want to see elected, then number **ALL** the other boxes in order of your choice. You must number **EVERY BOX** and only use each number once.

Councillors

You can vote in one of two ways for the nine councillors. Either vote for a group by putting the number **1** in just one of the boxes above-the-line.

Or vote for individual candidates by numbering **ALL** the boxes below-the-line in order of your choice. If you vote below-the-line, you must number **EVERY BOX** and only use each number once.

vec.vic.gov.au | (03) 8619 1444

For enquiries in languages other than English call our interpreting service:

• 03 9209 0190 Amharic • 03 9209 0100 Arabic • 03 9209 0191 Bosnian • 03 9209 0101 Cantonese • 03 9209 0102 Croatian • 03 9209 0193 Dari
• 03 9209 0119 Dinka • 03 9209 0103 Greek • 03 9209 0104 Italian • 03 9209 0192 Khmer • 03 9209 0194 Korean • 03 9209 0105 Macedonian
• 03 9209 0106 Mandarin • 03 9209 0195 Persian • 03 9209 0196 Russian • 03 9209 0107 Serbian • 03 9209 0108 Somali • 03 9209 0109 Spanish
• 03 9209 0110 Turkish • 03 9209 0111 Vietnamese • All other non-English languages 03 9209 0112

Authorised by W. Gately, AM, Electoral Commissioner, 530 Collins Street, Melbourne, Victoria.

@electionsvic



How to return your completed ballot papers

Follow the instructions on your ballot papers to complete your vote. To return your completed ballot papers, put them in the ballot paper envelope then use the reply-paid envelope provided or hand-deliver it during office hours to:

Drill Hall Multicultural Hub
51–57 Victoria Street, Melbourne

Voting is compulsory

Voting is compulsory for everyone who is enrolled in the Melbourne City Council elections, including non-Australian citizens and corporation voting representatives.

If you don’t vote and do not have a valid excuse, you may be fined.

Your completed ballot pack must be in the mail or hand-delivered by 6 pm* Friday 23 October

*Local mail clearance times vary. Ballot packs must be mailed before final clearance times in the last week of voting. Don’t risk a fine.

State-enrolled voters can register for free VoterAlert SMS and email reminders at vec.vic.gov.au



Stella Maris provides crucial support for stranded vessels

WORDS BY *Maeve Bannister*
MARITIME

The Stella Maris Seafarers' Centre (SMSC) might not be very well-known among Melbournians, but for seafarers on vessels arriving in the Port of Melbourne, it is a lifeline to the land.

This has been especially true during the COVID-19 restrictions, when seafarers are unable to disembark their ships.

In March, Stella Maris received a WhatsApp message from a seafarer on board one of the stranded vessels who was running out of vital medication.

Manager James McCully said staff jumped to action to figure out how to get a medical script from the Philippines filled by a doctor in Melbourne.

"We were lucky that our chairman, Seamus Quinn, has a son who is a medical practitioner, Dr James Quinn, so we sought his advice," Mr McCully said.

"Dr Quinn gave us a copy of a script that could be dispensed in Melbourne because we have the same medication in Australia, and then staff from Stella Maris delivered it to the ship."

Word travels fast onboard, and the team is now receiving regular requests from crews arriving in Melbourne with emergency prescription needs.

Before the pandemic, 80 per cent of seafarers would come to Stella Maris or use it as their base while



▲ Seafarers receive care packages from Stella Maris.

they stayed in Melbourne.

Located in the CBD at 600 Little Collins St, Stella Maris is usually the perfect place for the crew to contact their families and have a chance to see (and shop) all of Melbourne's delights.

Now, the Stella Maris team does the shopping for them.

"We get all sorts of requests from ships, pretty much everything under the sun," Mr McCully said.

"Large screen TVs, coffee machines, computers, phones, lollies, chips and the other week we organised for six dozen Krispy Crème donuts to be delivered to one of the vessels."

The seafarers have been stranded on board their vessels for months, required to work well past their contracted periods.

Mr McCully said Stella Maris wanted to provide some comforts of life on land as much as possible.

"Everyone forgets about seafarers

because no one ever sees them, but their work is vital because 80 percent of goods that we have in Australia come in by sea," he said.

"We wanted to get the message to them that 'we know you're there, and we care'."

When a vessel is due to arrive, Stella Maris finds out how many people are on board and works to provide a care package for everyone.

The care packages are filled with donations from the community and include books, toiletries, clothes, beanies and anything else Stella Maris receives.

"We've organised 2074 care packs since March, and we'll keep on going," he said ●

For more information:
stellamaris.org.au

Cladding coming off

WORDS BY *Meg Hill*
BUILDING

Homeowners will be given an extra two years to pursue legal action against builders responsible for installing combustible cladding on their homes under legislation introduced to Victorian Parliament last month.

The state government's *Cladding Safety Victoria Bill 2020* also formally separates Cladding Safety Victoria (CSV) from the Victorian Building Authority (VBA), with CSV now officially responsible authority for delivering the Cladding Rectification Program.

At present, homeowners have a 10-year time limit on the opportunity to pursue legal action. The new laws increase the time limit to 12 years.

The state government said establishing CSV as a stand-alone entity would ensure it was best placed to deliver its "world-leading cladding rectification program".

CSV works with building owners, owners' corporations (OCs) and the building sector to rectify buildings and make them safe through the \$600 million program announced by the state government last year.

It also provides the community and industry with information and advice on rectification works and provides financial assistance to fund rectification works.

Funding for rectification works are prioritised based on risk, to ensure buildings which present the highest risk to occupants are rectified first.

Minister for Planning Richard Wynne said apartment owners were in the situation through "no fault of their own and it's only right they have

as much time as possible to pursue compensation through the courts".

"Cladding Safety Victoria is getting on with delivering our \$600 million world-first program to fix hundreds of building across Victoria with high risk cladding," he said.

"We're leading the world in responding to this international problem and helping to ensure those who have done the wrong thing contribute to the cost of fixing their mistakes."

Almost 600 buildings across the state have now been referred to CSV, who have met with more than 400 individual owners' corporations to discuss assistance.

CSV has also completed a close inspection of more than 250 buildings and is aiming to have 100 buildings under construction by the end of this year.

Docklands News understands work is currently underway on the Neo 200 building on Spencer St, where flammable cladding contributed to a fire last year.

CSV CEO Dan O'Brien said the state government was "one of the few in the world" which was financially supporting owners to remove higher-risk cladding.

"Works are underway across more buildings every week. We're working to have four hundred private residential buildings under construction over the next two years, which will get more cladding off apartments sooner and continue to support Victoria's construction industry in the wake of COVID-19," he said.

"From start to finish, we work with owners' corporations and make sure they're working with registered and qualified practitioners for the best outcome." ●

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▲ A screenshot of a video sent to Docklands News last month highlighting the location of the siren.

Siren frustrates locked-down NewQuay residents

WORDS BY *David Schout*
ENVIRONMENT

A loud and piercing siren has frustrated apartment-bound NewQuay residents in recent months, and it appears little can be done to stop it.

The siren, which sounds most days from a port facility at Victoria Dock for up to an hour at a time, has impacted productivity and even mental health during the coronavirus (COVID-19) pandemic according to residents.

In an email from the Port of Melbourne seen by *Docklands News*, the warning siren comes from Qube, a logistics provider located at Victoria Dock on the other side of the Bolte Bridge.

The loud ringing is a safety requirement when trains either enter or depart the port area, and must be clearly audible over the noise of machinery and other operations.

On average it rings for 30 minutes, although residents reported it was often longer.

Marina Tower resident Nicolle Lin said the siren had been dispiriting in recent months, and increasingly difficult to deal with while working from home.

"It's really annoying and can give me headaches," she said.

"I'm an accountant so do a lot of number-crunching and looking at spreadsheets, so the siren can be really distracting. It has been challenging during the pandemic lockdown and it's detrimental to our mental health."

Fellow Marina Tower resident Jing Tan's apartment overlooks Ron Barassi Snr Park and faces directly towards the siren's source.

She said it had become more apparent earlier this year.

"It became most noticeable around the end of March, which coincided with the COVID-19 restrictions," she said.

"I have meetings during the day - it's just really annoying. Especially on days you're really busy."

Ms Tan said while she had noticed the siren in previous years, it was never as loud.

She had been in contact with numerous

“

It's really annoying and can give me headaches.

”

authorities about the issue, including the Port of Melbourne, the City of Melbourne and the Environmental Protection Authority (EPA).

A recent response suggested to her that, despite the impact it was having on the lives of locals, the siren was "there to stay".

"The Port of Melbourne acknowledges that the sirens can be heard from parts of Docklands," a representative from the Port of Melbourne said. "However, they are operating within permitted daytime working hours, and are necessary to protect the safety of workers on site."

The representative also said that different operating conditions during COVID-19 could be contributing to a louder-than-usual experience for residents.

"Anecdotally, there is some evidence that the reduced traffic noise and reduced general background noise from industry shutting down has also made other noises more noticeable than usual."

One long-term Docklands local, responding to a Facebook post about the noise earlier this year said it had been a source of frustration for almost two decades.

"It's been annoying residents since 2001," it said. "Get used to it, it's not going away anytime soon, which really is ridiculous in this day and age."

Another response pointed to the long-term nature of the issue: "I complained back six years ago, it went quiet for a while but it's back with a vengeance now," it read.

According to Ms Tan the EPA would investigate after COVID restrictions eased, when it could accurately capture the issue ●

A giant step forward for Melbourne Quarter

BUILDING

The largest apartment tower to be developed and built by Docklands Lendlease in Australia reached practical completion in September.

Standing at 40 storeys high in a prime position on Flinders St and a short walk from Southern Cross Station, the 100 per cent sold East Tower is the first residential building within Lendlease's \$2.9 billion Melbourne Quarter precinct at Batman's Hill.

Developed as a joint venture partnership with Mitsubishi Estate Asia, the Fender Katsalidis designed tower comprises 719 one-, two- and three- bedroom apartments and boasts expansive views across Melbourne's CBD, Port Phillip Bay and the Yarra River.

In addition, it's home to Club MQ, which will give new Docklands residents exclusive access to three floors of resort style amenities including private dining spaces, a resident's lounge, theatre, 25-metre pool, spa, sauna and gym.

The restoration of one of the city's most significant heritage walls forms a part of the Melbourne Quarter development and the completion of East Tower has seen works to the wall along Flinders Street completed.

Constructed in 1890 by Victorian Railways, the 174-metre retaining wall has been secured, preserved and integrated into Melbourne Quarter as part of a new grand arrival experience to Melbourne Quarter's residential precinct.

Lendlease's managing director of development and property Matthew Mears said the achievement of practical completion on East Tower was the culmination of more than 1,280,000 people hours of construction work.

"The completion and sell out of East Tower signals not just a key milestone in the creation of Melbourne Quarter, but also a moment in Lendlease's 61-year history in Australia," he said.

"It is another example of our capability to deliver large-scale mixed-use urban precincts

Constructed in 1890 by Victorian Railways, the 174-metre retaining wall has been secured, preserved and integrated into Melbourne Quarter.



like Melbourne Quarter through our integrated business model and deepen our expertise and sophistication in creating great places."

"An indication of the market demand for quality apartments in the Melbourne Quarter precinct is that all 719 apartments were sold prior to completion of the building."

Once complete, the Melbourne Quarter precinct will be home to around 3000 residents and include around 140,000 sqm of commercial space for more than 14,000 employees ●



City of Melbourne Election 2020

MORGAN-WATTS TEAM: Councillor Team

Vote Re-Elect
Dr Jackie Watts OAM



Michael Kennedy



Haya Al-Daghlas



Dashi Zhang

For details of **MORGAN-WATTS TEAM** proposed policies visit: www.jackiewatts.com.au, or call 0400 305 323

Written and authorised by Jackie Watts 15-17 Palmerston Place, Carlton, 3053



▲ Docklanders Alexia and Caelen take up paddling.



▲ Choppy conditions in Victoria Harbour.

Two paddlers play it safe

WORDS BY Rhonda Dredge
WATERWAYS

There was an element of danger in the journey two young paddlers made across Victoria Harbour last month with 19-knot winds and one-metre waves predicted on the bay for the afternoon.

At just after 3pm on September 22, the paddlers headed out from NewQuay West towards the jetty at Library at the Dock.

But they weren't looking forward to the playgrounds, which had just been re-opened for the holidays.

This intrepid duo was finally on holidays and they wanted to test out their muscle on the water after almost a term inside studying during stage four restrictions.

"It'll be sad not to see our friends," Alexia said, but she was more interested in getting her neighbour Caelen to untie the rope from a pole at Harbour Esplanade so they could launch off.

The sea was dead calm when they left. "It's really quiet and safe," Alexia said. "I love the way the light shines off the water."

Victoria Harbour is closed to regular boating and they passed two ducks making the most of the lack of traffic.

Alexia and Caelen live at NewQuay and they've been making a study of the harbour and its culture while doing their daily exercise.

"We look into boats when we have nothing to do," Caelen said. "We look at it (the harbour) and see more," Alexia agreed. "There were baby ducklings the other day. It was so cool."

They passed empty berths as they skirted along

NewQuay Promenade and Solomon Lew's super yacht *Texas* before arriving at NewQuay West Marina. They then headed off on their stand-up paddleboard across the harbour to do the rest of their circuit.

Alexia and Caelen arrived safely at their destination but the choppy conditions made them wary about returning 500 metres by sea.

So, they began waving their arms from the jetty and a small boy on a balcony at NewQuay West waved back.

Soon they lifted the inflatable paddle board out of the water and must have been given a lift back by their parents who had been keeping a watchful eye.

Paddling is believed to be the only form of water sport allowed under stage four restrictions. Surfing is banned and all of the other boats are off limits including super yachts.

Paddle Victoria has been advised by the Department of Health and Human Services (DHHS) that "paddling has been approved within the scope of exercise for stage four restrictions".

The Paddle Victoria Board and executive officer have been engaged with Ministers, Vic Sport and DHHS presenting the case for paddling as a safe form of exercise since March 2020. "Paddle Vic is continuing to present ongoing submissions highlighting the future advantages our sport has in the reactivation phases." "The Paddling community and clubs have shown great responsibility complying with the restrictions and should be congratulated."

These local kids are big fans of the blow-up paddle board. "This week we've taken it out every day," Alexia said ●

Collins Square is the pick of Victoria

PROPERTY

Batman's Hill's thriving mixed-use precinct Collins Square has been acknowledged as Victoria's best development of the year by the Property Council of Australia.

Owner and developer Walker Corporation has been awarded the coveted Rider Levett Bucknall Victorian Development of the Year award in what marks a significant vote of confidence in the growing Docklands precinct.

Spanning an entire city block, Collins Square incorporates five commercial office buildings, with more than 250,000 sqm of commercial space and 10,000 sqm of retail area.

The Property Council of Victoria's executive director Cressida Wall said Collins Square was an "innovative" and "inspiring" precinct.

"Vibrant precincts drive investment, growth and productivity, and Collins Square demonstrates the role that these precincts can play in Victoria's economic recovery," Ms Wall said.

The revival of Collins Square commenced in 2010 and includes the refurbishment of the historic Goods Shed which has stood at Melbourne Docklands for more than 120 years.

The precinct is now home to some of the country's largest businesses – including the Commonwealth Bank, MLC, Transurban, KPMG, Mars Foods, Tabcorp, NBN and Maddocks – and forms an important link between Docklands and the CBD.

Walker Corporation general manager Emily Carroll said it was "thrilled" to win Victoria's top property award.

"This award is not only a reflection of the precinct but the small, medium and large businesses that call it home," she said. "The Collins Square tenants – from the restaurateurs and retailers – to the larger enterprises are the lifeblood of the precinct."

"The revitalisation of Collins Square has not only contributed to the heart and soul of the CBD, but it has made an enormous contribution to the state's economy by creating a



“Collins Square demonstrates the role that these precincts can play in Victoria's economic recovery.”

productive, collaborative and thriving commercial and retail hub for large and small businesses.”
"Collins Square is a landmark development that integrates commercial office towers with retail space over an entire city block. It was built to meet the needs of our tenants, now and into the future. It's also one of Melbourne's best-connected workplaces."

"As one of the most significant developments in Melbourne, we placed a large emphasis on ensuring the precinct would be one of the most collaborative, productive and safe work spaces in the CBD, now and into the future." ●

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ELLEN SANDELL
 STATE MP FOR MELBOURNE

It's a tough time in the CBD and Docklands right now. If there's anything I can do to support you, please get in touch. We'll get through this.

(03) 9328 4637
 office@ellensandell.com

146 Peel Street
 North Melbourne VIC 3051

  
 ellensandell.com



Funded from Parliamentary Budget. Authorised by E. Sandell, 146 Peel St, North Melbourne.

The top three benefits of virtual owners' corporation meetings

Many OC committees will have become very familiar with the virtual meeting during the past six months.

WORDS BY *Alex Smale*
OF THE KNIGHT –
OWNERS' CORPORATION MANAGERS



Born of necessity due to government advice and restrictions, hosting virtual meetings has actually revealed some unexpected benefits during this period.

While they continue to remain a necessity as we plot our course out of lockdown, some committees may find themselves opting to continue conducting their meetings this way, well into the future.

Here are three of the top benefits our clients have experienced since going virtual.

Cost savings to the OC

Most contracts of management will include a certain number of meetings per year. However, additional fees can be charged if the meetings are held outside of office hours, and travel time for the manager attending the meeting is also an additional charge.

Virtual meetings eliminate the need for travel, eradicating this charge.

Over a year, where there might be multiple meetings of the committee and sub-committees, this can add up to a significant saving for an OC.

Virtual meetings are more convenient and more accessible

A virtual meeting can be accessed from any phone or smart device with an internet connection. This means that owners can join from anywhere, and that those who live interstate or overseas can now participate where they were previously excluded.

Travel time is as much a consideration for owners as it is for managers. Previously, those who live away from the property would have to travel to a meeting, and for properties with no meeting facilities, this would have been the case for all owners.

Removing this travel time and allowing the meeting to be accessed from anywhere has made meetings more accessible, more convenient, and more appealing! This results in greater engagement from owners.

Improved relationship with your OC manager (OCM)

The role of an OCM is highly demanding and traditionally involves irregular and long hours. This is due to hosting meetings outside of "office hours" to allow more owners to participate. This, unfortunately, can lead to burn out and high turnover within the industry.

As any OC that has had a long-serving manager can attest, the benefits of longevity are numerous.

Moving to virtual meetings, while cheaper and more convenient for owners, also helps create better work-life balance for OCMs, resulting in an OC more likely to experience a long-term manager relationship, and the heightened property expertise this brings.

Virtual meetings may have started due to concerns for health and safety and restrictions on gatherings imposed by the government and seemed daunting when first imposed.

But virtual meetings have proven to be a cost-effective, efficient, and convenient alternative to their in-person counterpart, and ease the pressures on owners, committee members and OCMs alike.

Looking for a proactive, innovative and experienced OCM to support your community? ●



For more information:
theknight.com.au

Mental health during times of COVID-19

As I write this, we have almost two months of caretaker mode coming from the City of Melbourne Council due to the election. That combined with a relatively uncertain roadmap out of COVID-19 means this column will be a little bit different, a little bit personal.

You see, two months ago I lost my best friend. She'd struggled with mental health issues for years and finally ended her pain the only way she thought made sense. Of course, it didn't make any sense to those that loved her and it's left a hole that can't be filled.

We hear every day how many deaths have been directly attributed to COVID-19 but no mention is ever made of the increase in domestic violence, suicide attempts or mental health admissions.

In her instance, COVID-19 was not directly attributable but it did play its part. A financial hole with no obvious way out, a loss of 95 per cent of her social network and an indeterminate path out of this time. While support is not always the answer, in most cases it does help and that's why the Docklands Chamber of Commerce has partnered with two of its members to offer free counselling, support and care.

The first service is making waves across Victoria with the celebrities jumping on board for *Talktober* – an initiative to get you to call a different mate every day for October and see how they are doing.

The Male Hug has drawn upon such well known figures as Andrew Gaze, Dane Swan, Matthew Richardson and Clint Hutchinson joining *Talktober* to promote the importance of, in particular, men opening up and sharing their problems. The Male Hug services are free and we've partnered with them directly to promote the importance of communication in dealing with mental health.

In conjunction with *Talktober* we've also set up a COVID-19 advice webinar with The Male Hug which will talk through some of the touchy legal issues some of us might be facing. Things such as pre-VCAT negotiations regarding leases, trading insolvent and even bankruptcy will be dealt with in this webinar on October 14. Please view our website – docklandsc.com.au – for the latest updates and ticketing (free).

Our second mental health initiative is promoting pastoral care from The Mission to Seafarers. The Mission, in a partnership with The Good Business Project, is now offering pas-

The first service is making waves across Victoria with the celebrities jumping on board for Talktober – an initiative to get you to call a different mate every day for October and see how they are doing.



toral care for people of the Docklands business community. Richard Wilson has experience in providing support to business and business people, having worked for more than 30 years in business and government, and more recently as a priest in the Anglican Church. He is a trained and experienced pastoral care provider. Richard may be contacted on 0417 014 595 or at richard@goodbusinessproject.org. It is free, independent and absolutely confidential ●



Shane Wylie
MEDIA DIRECTOR
DOCKLANDSCC.COM.AU
 DOCKLANDS
Chamber of Commerce

Connect with your local community

The Docklands Community Hub is a free online space to connect with fellow Docklands locals, stay in the know, post requests for help, share skills and local knowledge, ask for recommendations, discover local services, classes, retailers, events and more!

This Facebook group is owned by **Docklands News**.

If you're a local resident or business you can join up here:

www.facebook.com/groups/docklandscommunityhub/



DOCKLANDER

Learning to fend in a foreign city

The pandemic has meant a swift growing-up for many international students stranded in Melbourne.

When 22-year-old Sim Xiu Hui first arrived here she had never cut up a vegetable.

A scar on her finger attests to her first experience with a kitchen knife.

"My mother looked after me. There was no need for me to use my hands. I was a spoiled kid. My family only had me," she said.

Now the pastry chef student at the Victorian Institute of Technology is paying her own rent, cooking meals, living with her boyfriend and cracking jokes about herself.

"I want to use my hands," she said, showing a picture of a Japanese soft layer cake she has managed. "It's different to a sponge. If you squeeze it, it won't jump back."

Her reflections on what she calls the PR (permanent resident) city of Melbourne are astute and show a different side to the large international student population still remaining here during lockdown.

Hui lives on the eighth floor of a high-rise building on Harbour Esplanade in Docklands with three others.

The rent is \$2824 a month. She lost her job in March but they haven't received any rent relief.

They have a balcony and life is safe, she said. There have been no flights back to Malaysia which is in Stage 3 lockdown.

So, like the other 400-plus students in the regular Sunday food queue in Swanston Street, she has been forced to fend for herself in a society she says is much braver than the one she's used to.

"I grew up in Kuching. It's like Tasmania. In Kuala Lumpur young people's life begins at 10pm. In Kuching 10pm is sleep time already."

Her mother came home one day with the ticket to Melbourne where her boyfriend was already living. "My mother threw me out," she said.

Hui doesn't mean that literally but her mother knew that she had been protected. It was time to test out her Asian mindset on a different culture.

"They [Asian parents] teach kids if they don't eat well they will get sick. Here if you don't want to eat you can eat later. In Asia they force you to do something you don't want. It's good because when you grow up you already have [that in] the mind and you don't do dangerous things."

Since being in Melbourne, Hui has saved money, doesn't go out, wants to repay her parents, considers herself a Melbourne person and even has a pet.

"I've been here two years," she said. "I worked as a cashier at the Lucky Chan restaurant. The pay was good."

Now she's standing in a food queue for hours to get free groceries for her flat mates while keeping safe.

"Thanks for the chat," she said ●



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▼ *Sim Xiu Hui makes the best of life in shutdown Melbourne.*



HOUSING ALL AUSTRALIANS

Housing vulnerable Australians means making tough choices

“

Welcome to the third of our 12-part series which will attempt to explore the role that housing can and should play within Australian society and why it is important to our economy that we house all Australians, rich or poor.

”

This series intends to draw on a range of perspectives centred around housing and homelessness. We will hear a range of views from business, the not-for-profit sector and hopefully government, as to why they believe housing is an important social and economic building block for Australia's future prosperity.

This month we have asked Brendan Coats, Director of the Household Finances Program at Grattan Institute, to share his thoughts around why the objective around housing all Australians should be considered an economic imperative for Australia ...

All Australians are spending more of their incomes on housing, but high housing costs are hurting low-income earners the most.

Many vulnerable Australians are in poverty and a growing number, both young and old, are homeless. The housing affordability crisis is widening the gap between rich and poor.

Governments need to do more to help house those most in need. But housing subsidies are expensive and government resources are scarce, so our politicians need to prioritise to do the most good with the money they have. This means making hard choices.

Many low-income Australians are capable of securing housing privately. But housing will only become substantially more affordable if we build more of it. Our major cities have not built enough housing to meet the needs of Australia's growing population. As a result, house prices and rents are higher than they should be.

State governments should step in and fix planning rules that prevent more homes being built in inner and middle-ring suburbs of our largest cities. And that means taking on the NIMBYs. Either people accept greater density in their suburb, or their children will not be able to buy a home, and seniors will not be able to downsize in the suburb where they live.

Reforms to Australia's social safety net could also stop many low-income Australians from falling into poverty and housing stress. Commonwealth Rent Assistance has not kept pace with the rents low-income earners have to pay. It should be boosted by 40 per cent. And the permanent rate of the JobSeeker unemployment benefit should be increased by at least \$100 a week.

These changes could pull many vulnerable Australians out of poverty, but they wouldn't be enough to ensure all had a roof over their

heads. Which is why the federal government should build more social housing, replicating the success of "housing first" programs abroad.

Despite its importance to vulnerable Australians, our governments have invested little in social housing in the past two decades. The stock of social housing has barely grown, while our population has risen by one-third.

One of the few good things to come from the public health crisis caused by COVID-19 is that it has forced government to conduct an unplanned trial of a "housing first" approach. Many people who were sleeping rough were given hotel vouchers, to help them socially isolate through the crisis. By one estimate, the number of rough sleepers fell by 60 per cent almost overnight.

The COVID-19 crisis makes the case for investing in social housing even more compelling.

Australia is in the midst of its worst economic crisis in at least three decades. Construction employs almost one in 10 Australian workers, but the Housing Industry Association (HIA) predicts that in this financial year new starts on multi-unit dwellings will fall by one third in New South Wales and nearly half in Victoria.

Consulting company McKinsey estimates the construction sector shed 46,000 jobs between the start of the pandemic and the end of June. It predicts job losses could hit 205,000 by March 2021. The federal government's HomeBuilder program is inadequate for the challenge at hand.

Australian governments should urgently invest in more social housing as stimulus for the construction industry. Building 30,000 new units would cost around \$10 billion, and the boost to the economy would be almost immediate. After all, it's much easier to build a five-storey apartment building than to try to build a tunnel under the Yarra River.

Of course, even more social housing is needed in time. Yet a bigger boost in social housing would be even more expensive. Given the cost, social housing should be reserved for those most in need – people at significant risk of becoming homeless for the long term. Beyond those at serious risk of homelessness, most extra support for housing should be delivered by the federal government boosting rent assistance.

Housing vulnerable Australians poses substantial policy challenges. Past governments have refused to face up to the size of the problem for fear that doing so would fuel demands for massive new spending. But the challenge is not insurmountable if present governments make the tough choices.

I hope you found the above perspective by Brendan interesting and insightful. While what was said may not align with our view of the world, we all need to listen and digest what is said by others in order to find common ground. This is why we are focusing on the fact that the provision of shelter is a fundamental human need (not human right) and without that need being met, we have unintended social and economic consequences that will span generations. As I said in my first article, doing nothing is NOT AN OPTION! We need to act now. All of us need to be part of the solution so please feel free to write to me with your thoughts ●



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Reactivating NewQuay will require a team effort

“Living through the pandemic has been a very unusual experience to say the least. We have all suffered in some way, not seeing family and friends, many people out of work and businesses closing,” Margaret from NewQuay said.

As we hopefully reach the end of our Melbournian lockdown, other residents also offered their perspectives to questions about the future of our suburb and our precinct...

What Ideas do you have to get businesses running again in NewQuay? What ideas do you have to get the community back on its feet? How do we activate our precinct? What lessons are worth sharing from our experience of living through the pandemic?

A few NewQuay residents have appreciated the pace of life slowing down due to restrictions and they shared some learnings.

“I had the chance to stop and enjoy the beauty of nature, in the witnessing of sunny days and spectacular sunsets. Without this pandemic, I would not have had ever worked from home and had missed out on the little things that life has to offer,” Pamela said.

Another resident said, “I discovered that we do not need a lot to survive”, while yet another remarked, “I have learnt to retain patience and optimism.”

Margaret added that a positive for her had been “to get take away from the lovely restaurants around Docklands” and helping them a little to stay afloat.

“They have been here for everyone. I have also walked around the Docklands area and enjoyed and explored the beautiful gardens we have in Melbourne,” she said.

Although the pandemic has demonstrated the resilience of our residents, being homebound and isolated has taken its toll for many in the area. And, our fellow residents continue to voice their concern about the continued spread of the virus. Despite this, there is an outpouring of ideas to break out of social isolation through physical activity and promoting community connectivity when circumstances permit. A local resident suggested that yoga, Pilates and Zumba in NewQuay could help to get the community back and break the isolation. As the weather warms up these activities could take place outside if there were ongoing health concerns.

There are also suggestions for better facilities. For example, Pamela said, “I would like to see the Ron Barassi Senior Park being more developed. There is a grass area closer to the carpark under the bridge that can be upgraded to a rubber court for the use of basketball playing, roller skating or gymnastic training.” Another resident added, “I met my bestie Nikki at the dog park five years ago. This is why I think the dog community should go for group dog walks. A Facebook page could be set up, where we can all keep connected.”

Although resident voices tended to focus on what was good for residents, many responses acknowledged the joint interest of residents and businesses in rejuvenating NewQuay. For example, one view was that if the businesses were not open, NewQuay residents would lose

out financially as well through the likes of loss of rental and increased owners’ corporation (OC) fees in apartment buildings. One resident felt that it may be time for the apartment managers or OCs to rethink their rental and space allocations so new businesses could occupy the many vacant spaces in NewQuay. “We can use this downturn as an opportunity,” he said.

A number of local dwellers put responsibility on government for regenerating businesses, some of whom were angry at the negative economic impact of the strict lockdown in Victoria, and in Docklands particularly. These felt strongly that government-led initiatives must support and uplift businesses. Simply put, one resident said, “businesses must be allowed to open”. Another resident, Peter, expressed concern at the lack of political consensus on meeting the challenge saying, “people are extremely resilient as has been shown. However, politics being politics, it would be nice to have the polities united. Unfortunately, this is impossible. A bipartisan political approach from all parties is paramount to people’s health and mental state, currently this is not happening.”

Yet other residents felt that businesses themselves should initiate local support. One indicated that businesses should have loyalty promotions for locals, open day specials, and “making the Docklands Christmas the biggest yet with a Santa for pets and children’s photos.” Another local said, “cooking classes could be a promotion that restaurants can provide to the local community.” Margaret, a longstanding local resident agreed, suggesting that these businesses could “have a special deal, for instance Eat Out to Help Out (i.e. eat local) - with per person discounts for food and non-alcoholic drinks” and that this business initiative “should be subsidised by government”.

Some residents thought that the business and community integration could be taken up a notch. One local said, “I would love if there was some sort of street party, with food stalls, live music etc. like an expanded version of the Sunday Markets. It would help bring some much-needed celebratory spirit when we finally get out of this.” Another, Peter, suggested that government and businesses could “arrange a large carnival at the Ron Barassi Senior Park area, [where] the food stalls can be from the local restaurants only.” He added, “bring back the market on a larger scale with free parking, there is an argument for turnover of cars to allow people to attend, at the very least the multi-storey carparks should be 100 per cent free with extensive advertising.”

Although many responses were stimulated by the pandemic lockdown, many interesting and exciting ideas from the past few years have resurfaced from NewQuay occupants. Monique, a veteran who has resided in Docklands for 18 years said, “I moved here knowing at some point the waterfront vistas and allure of the harbour would catch up to worldwide expectations. We still have a long way to go and for me the major sticking point is Central Pier. It’s been an eyesore since I’ve moved here and sits decades behind what other major global destinations have on their harbours. It’s a perfect highlight focus for a peninsula into the harbour, a park, an arboretum, even an indoor dome focused on Australiana.”

So, as we all emerge from a punishing lockdown period, it is clear NewQuay will need a combined effort from government, businesses and residents to regenerate our great area ●

 **Farah Hassim**
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Get “Back on Track” this World Spine Day

It’s World Spine Day and time for everyone to get “Back on Track” and reactivate and revitalise their bodies by getting out and focusing on effective spine care.

On October 16, the Docklands Health team will be celebrating World Spine Day 2020 – an annual health initiative by the World Federation of Chiropractic, aiming to encourage good spinal health habits.

World Spine Day is a timely reminder for Docklands residents to reactivate, revitalise and refocus on their spinal health and wellbeing.

New research has revealed the impact that poor spinal posture and pain can have on quality of life, and the need for effective spinal care to mitigate the risk of long-term health impacts.

- Poor spinal health is overwhelmingly common, yet people are not seeking help: Two thirds (63.6 per cent) of people experience lower-back pain in their lifetime, yet one in five (20 per cent) are not seeking professional support.
- Pain can manifest itself physically and mentally, impacting on quality of life: A third (33.9 per cent) admit their pain causes physical exhaustion, over half (50.9 per cent) have lost sleep due to their pain and over a quarter (26.9%) reveal it has caused them mental exhaustion.

While the restrictions imposed due to the COVID-19 pandemic have helped to protect communities here and around the world, they have also had a significant impact on people’s ability to stay active and keep themselves mobile. In a recent survey conducted during the pandemic, a staggering three-quarters (72.7 per cent) of Australians admitted to suffering from posture related pains as a result of COVID-19 restrictions forcing millions to work from home.

Of the estimated 8.7 million Australians working from home, around a third reported suffering from back pain (40.1 per cent), neck pain (39.8 per cent) and tension headaches (30.9 per cent).

Maryam Dadvar, a physiotherapist at Docklands Health, said this pain could significantly impact on quality of life.

“Pain can manifest itself physically and mentally and place a huge strain on mental health, relationships, work and a person’s overall wellbeing,” she said.

In the recent consumer survey, a third of Australians (32.6 per cent) admitted that their pain made them less mobile and even impacted their ability to perform everyday tasks.

Pain can cause loss of sleep, mental exhaustion and impact heavily on concentration levels. However, it can also have a detrimental impact on a person’s mental health with research revealing one in five (20.7 per cent) Australians have struggled with depression and anxiety as a direct result of their pain.

We know not everyone has the luxury of being outside with varying levels of restrictions still in place, however being mindful of diet, getting enough sleep and at least stretching every day will go a long way to safeguarding the health of your spine and in turn have a positive impact on quality of life.

Finding time to consciously observe your body and any aches and pains you may be experiencing will also help to understand if you need support from a healthcare professional like a chiropractor or physiotherapist. We here at Docklands Health are trained to provide tailored lifestyle care and advice to help you maintain both your spinal health, and overall health and wellbeing.

If you are concerned about your spinal health following months of restrictions and disrupted routine, consider visiting your local physiotherapist and chiropractor and get “Back on Track” to help live a healthy and fulfilling life ●



Dr Mike Edgley
CHIROPRACTOR
DOCKLANDSHEALTH.COM.AU

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HISTORY

A fleeting glance

Normally, the sight of large ships berthed at Victoria Dock would not raise an eyebrow. However, in 1925, these destroyer-class battleships were the Dock's most important guests in its 33-year existence.

That year saw the arrival of 57 ships and 25,000 men from the United States Fleet in Australia as part of a goodwill tour, led by Admiral Robert Edward Coontz. Fourteen vessels sailed to New South Wales, while the other 43 would enter Melbourne for a two-week stay. They arrived in Port Phillip Bay on July 23, 1925, consisting of the flagship *U.S.S. Seattle* (formerly *U.S.S. Washington*), three other battleships (the *U.S.S. Pennsylvania*, *U.S.S. Nevada* and the *U.S.S. Oklahoma*), four light cruisers and six support ships. Some berthed at Port Melbourne however the bulk of the fleet - the 29 destroyers that escorted them - would berth at Victoria Dock, squeezing between the Southern Dock and the Central Pier.

It wasn't the first time a US fleet had arrived on Melbourne's doorstep. In 1908, the Great White Fleet-16 ships with white-painted hulls - sailed into Melbourne as part of the Australian leg of a 15-month expedition around the world to promoting the USA's status as a world power. They had been invited by then-Prime Minister Alfred Deakin, who planned to use the visit to demonstrate the need of an Australian Naval force instead of being reliant on the British. Back then, Coontz had been an executive officer on the *U.S.S. Nebraska*, and his memories of Melbourne must have been pleasant for when he returned 17 years later he was anticipating a "royal welcome" (July 27, *The Age*).

However, what he received when he arrived would be "beyond all expectations".

From the moment they entered Port Phillip Bay, the Americans were met with a hearty reception as citizens flocked along the shores of Portland, Queenscliff and Sorrento to greet them, while an aerial demonstration by the RAAF flew overhead. After landing, Coontz and his senior officers were treated to

a reception at Federal Government House (or Parliament House), and others were treated to a multitude of private functions. On July 24, 2000 marines marched in a parade that ended with a luncheon at the Exhibition Building. Many extravagant events were held for the officers and men, including another dinner held by the Commonwealth Government at Parliament House on July 27, a Governor General's Ball at Government House (July 28), and a Mayor and Mayoress' ball for 3000 guests at the Exhibition Building (July 29). Soldiers took field trips to Healesville, Ballarat and Bendigo, attended plays at Her Majesty's Theatre and the races at Moonee Valley, and were honoured with a fireworks display at St Kilda Pier on August 1. And everywhere soldiers were treated like visiting family members, with the July 25 issue of *The Age* reporting that marines were made "honoured guests in hundreds of private homes". In that time, it was reported in *The Weekly Times* on August 8 (paraphrasing the editor of *The Herald* who'd been correcting false claims of assaults against the fleet) that nearly half a million citizens visited the various berthed warships.

But it wasn't all parties and sightseeing as the Americans also engaged in various sporting events. On July 25, *The Age* reported that marines partook in some boxing matches against some of Australia's aspiring sparrers at "The Stadium" (likely Festival Hall). At a muddy Richmond Oval, the soldiers from the *Pennsylvania* beat the Light Cruiser Trenton in a gridiron match in front of 3000 people (including VFL footballers). There were also a series of baseball matches played at both Richmond and the MCG, as teams from the various ships played against teams representing Victoria, South Australia and Australia. Surprisingly, the Australians proved too good in their three matches, tying with the *Pennsylvania* crew (four-all), before beating teams from the *Omaha* and the *Richmond*. The most extraordinary surprise was just who was



playing for Australia - some of Australia's best cricketers of the era getting fit between summers. This included future Australian captain Jack Ryder and a talented centre-fieldsman named William Ponsford.

Some soldiers not only fell in love with Melbourne, but also with its people. Many soldiers became caught up in whirlwind romances and dozens of marriages were planned. One example was the machinist of destroyer *U.S.S. Macdonough*, Frank Quercy, who in mere days met Kensington's Violet Ryan, fell in love, then married at Fitzroy Court before he was due to go home.

Alas, it was not all good news. Disaster fell upon the parade in Bourke St when a cantilever veranda at Hoyts Theatre collapsed, injuring more than 100 bystanders. Later, a seaplane from the *U.S.S. Pennsylvania* crashed at Williamstown, though there were no casualties. The grimmest case, however, was when one soldier was reportedly found dead with a self-inflicted cut to his throat. Even the destroyers' departure from Victoria Dock wasn't incident-free, as the *Macdonough* collided with the coal hulk *Werfa*. While the destroyer and its crew were left unscathed, the *Werfa* sank into the murky depths.

Otherwise, the trip was a rousing success, finishing with a party on the *Pennsylvania*, *Oklahoma* and *Nevada* the night before departure. When the fleet left for New Zealand on the morning of August 6 1925, many Melbournians saw them off. The band on the destroyer *Melville* honoured the occasion by playing *Aloha Oe* and *Auld Lang Syne*, with many a marine promising the crowd they would be back. Prime Minister Stanley Bruce declared that the Americans had "forged a link of friendship, which, we trust, will never break". Coontz meanwhile declared, "I have been strongly impressed with Australia's wonderful possibilities, which many Australians do not even yet seem to realise."

While it wouldn't be until World War Two that such a large contingent of US military would again visit Melbournian soil, undoubtedly ties were strengthened between nations ●



Ashley Smith

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OWNERS' CORPORATION LAW

The future of apartment living - post COVID-19

We've all spent far too much time over the winter months holed up in our apartments working at home, educating at home and living at home.

Home has become our lives, and perhaps not for the better. And so, as spring thaws on our winter of discontent, and as restrictions ease somewhat, it is perhaps time to re-think what we need from our apartments and our common areas and facilities, and from the service we get from our facilities' managers.

At the very top of the list for the committees of owners' corporations (OC) has got to be some serious budgetary reform. Without exception, every single service contract has to be renegotiated in order to deliver value for money.

Having acted for OCs for more than 10 years all around Australia, I have said it before and I'll say it again, Victoria is by far the worst state for overinflated service contracts. I have never seen such largesse in any other state or territory. Five-year OC manager contracts, 10-year cleaning contracts, 20-year embedded network agreements, 25-year caretaker agreements. The list goes on.

No other state or territory permits this. Of course, the fault lies with Consumer Affairs Victoria for failing to regulate this. They have

known about the issue for many years, and have done nothing to bring about reform.

Be that as it may, it is now up to OCs to investigate all possible options to escape these contracts. Most will be completely unenforceable, and many more will have been void ab initio. OCs could begin to take charge of their finances and repair the great holes in their budgets, only once they have renegotiated these contracts.

The next step for OCs is to think creatively. It appears that a very high number of OCs have deferred their remedial works, painting, and internal upgrades contracts indefinitely, in order to undertake budget reform. While this seems sensible and practical for most buildings, some buildings could actually take the opportunity of the very-quiet economic conditions and could decide to undertake their planned projects (or bring them forward) if they can negotiate very good deals with contractors (who will no doubt be desperate for the work).

Now could also be the time to discuss with your contractors about a re-deployment of services. Perhaps less hours from security or the concierge is required, and the cleaning contractors can be re-deployed to provide more hours to dedicate to extra cleaning.

There may even be some possibilities for the rooftop and unused facades to be used for signage and telecommunications antennae to derive extra income for the building.

Of course, there are only limited opportunities for a building to make costs savings. The fixed costs are sometimes too difficult to move. But if you don't try, you'll never know ●



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10 YEARS ON

Looking back at Docklands News - 10 Years On

OCTOBER 2010 | ISSUE 58

DOCKLANDS NEWS

Yarra's Edge is at last reconnected with the city

After about four years being cut off from the South Wharf area, the pedestrian and cycle linkage under the Charles Grimes Bridge was finally and permanently reinstated last month.

This is two years earlier than was expected, thanks to the dedicated efforts of a band of Yarra's Edge residents who fought Melbourne Water and contractor John Holland's plans to keep the link closed until 2012.

Firstly the trail was closed for three years due to the construction of the South Wharf complex. Then Melbourne Water and John Holland proposed a further three-year closure as part of the Main Melbourne Sewer Replacement project.

Resident Cobien Watts intervened and, with a lot of help from her friends, negotiated a temporary reinstatement. That involved a "rickety" set of stairs and some dodging and weaving but hardy souls could at least negotiate access.

Financial woes struck the project about four months ago and work on the permanent access stopped.

So Cobien fired into action again with emails to the hierarchies of the various associated companies of builders, owners and managers

The result was that the path was finally opened in late September and Cobien couldn't have been happier.

"Well what can say? It really is a wonderful feeling shared by many Dockland residents and workers who have sent me many a big thank you for actually getting it done," she said.

"First I battled with Melbourne Water and John Holland. Then we were presented with rickety steps thrown together from left over building materials by South Wharf Retail ignoring cyclist, wheelchair and disabled access."

"Then with the financial problems at DFO the building of the walkway was stopped half way for several months."

"Eventually after negotiations with Melbourne Water and John Holland (and the banks) Contextx agreed to finish the walkway / ramp by the end of September."

"Yep I am happy. It was definitely worth the effort," Cobien said ●

Opening up Melbourne's waterways

The Melbourne Maritime Heritage Network's (MMHN's) focus on maritime matters includes activation of our vastly under-developed and under-utilised public asset – the waterways of Melbourne. And, of course, Docklands is at the very heart of our waterways.

Few people are aware that taken as a whole, Melbourne's navigable waterways system is greater than that of Sydney. In the past, the Yarra and Maribyrnong Rivers, the Estuary, Victoria Harbour, Port Phillip Bay and along the South West were a much livelier part of the fabric in the life of Melbourne and around the coastline than has been the case in the recent decades during which our waterways have languished.

In bygone days, the punts and ferry services were an essential, colourful, bustling "fixture" and a necessity in the life of Melbourne and beyond. The Yarra and the Maribyrnong, were the major "highways". How busy our waterways once were with punts and ferries.

Before the bridges were built, punts facilitated traffic across the Yarra River. The best-known were at the site of the present Princes, Punt Road and Hawthorn Bridges. The first rope-hauled punt, on the site of Princes Bridge, was operated by William Watts from 1838. In 1839, William Lonsdale set the site of a punt servicing the road from Williamstown to Geelong on the Saltwater (Maribyrnong) River, a little above its junction with the Yarra at the site of present-day Footscray.

Several other punts operated on the river in the city area from the 1840s. Eventually the demands led to development of steam punts. The

first of these, between Spencer and Clarendon streets, the site of the present Spencer Street (Batman) Bridge, operated from 1884 until the late 1920s. The most recent was from Williamstown Rd, Port Melbourne, to a point by Newport power station. Three steam-powered punts, each larger than its predecessor, ran here between 1873 and 1974, and were guided across the river on a chain. The last, with a capacity of 32 vehicles, was built in 1931. Steam ferries began service from the Yarra to Williamstown before the building of the railway, and another ran upstream from Princes Bridge to Cremorne Gardens in Richmond. The *Fire Fly* ran the first ferry service on the Yarra on October 28, 1838. Ferries met the Geelong trains at Greenwich Point for two years before the completion of the line to Spencer St.

A service of greater significance was provided between Port Melbourne and Williamstown, principally by the paddle steamer *Gem*, which gave its name to Gem Pier operating from 1868 until 1911. The *Rosny*, the last ferry boat on the service, operated between 1919 and 1931. Other ferries in service on this run were the *Queen* and *Baldrack* (1907-11), and *Planet* and *Williamstown* (1910-19).

Several smaller cross-river services have also been run in the port area with rowing boats and later with motor boats, the last of which, from



Spotswood to Fishermans Bend, closed in 1979. For more information, visit emelbourne.net.au/biogs/EMC1211b.htm

Imagine if Docklands became the hub of much more ferry activity post-lockdown. Surely an exciting prospect to rekindle our enthusiasm for waterways transportation?

MMHN is aware that ferry stakeholders are very keen to "unlock" the potential of our waterways and to expand the options available to the public which clearly enjoys being in, on and around Melbourne's waterways. Already ferry patronage down river and beyond is growing – and the potential for an expansion of the services is obvious. MMHN understands that proposals to expand waterways services require "navigation" through the red-tape of bureaucratic tangles. How can we change the mind-set of those in charge of our waterways towards enabling activation rather than simply efficient control?

There are essentially two categories of waterways use to consider: commuting and tourism.

MMHN takes the view that that given the state government already invests significantly in what is essentially the "passive" management of our waterways, why not recognise that post-lockdown, we could achieve a much more productive use of Melbourne's waterways? This can easily become an exciting and beneficial element in Melbourne's economic and social recovery. Ferries are a healthy, safer new option for commuter public transport and as a recreational option. Given tram, train and bus services are subsidised by the state government, why not ferries? Few of us would deny the "fun factor" of being out on the water, in the fresh air, whether on our way to work or elsewhere. Melbourne is most certainly a maritime city! ●



Cr Jackie Watts

CHAIR OF MELBOURNE MARITIME HERITAGE NETWORK AND COUNCILLOR AT THE CITY OF MELBOURNE

SKYPAD LIVING

Making residential living a council election priority

The City of Melbourne elections are fast approaching but how prominent is residential living in candidate priorities?

Residents know well the impact of COVID-19 on the fabric of the City of Melbourne (CoM).

We live it. We see it 24/7.

And naturally, COVID-19 recovery is a priority for CoM candidates with many already presenting their plans for business revival – getting workers back into the city, expediting construction and kick-starting hospitality (with various promotions for eating and drinking "the block").

But what is astounding, by its absence, is any genuine focus upon residents, especially us vertical villagers.

Once again it appears that many candidates think that a choice has to be made between promoting economic recovery or supporting residential liveability – when, in fact, residents, public spaces and business can all prosper, if they are designed to work together.

Take the issue of energy efficiency.

We are well aware that our residential buildings and our individual apartments are deemed energy guzzling. According to NABERS (National Australian Built Environment Rating System), our common areas consume up to 60 per cent of our energy and constitute approximately 25 per cent of our administrative fund levies. Then add to this our individual apartment energy consumption (which the City of Melbourne has identified as problematic for vertical dwellers as we consume up to 25 per cent more energy per person than those living in detached dwellings).

To me this appears an obvious business opportunity, and one which also brings liveability benefits. This point is agreed by the International Energy Agency (IEA) and International Monetary Fund (IMF), which jointly advocate energy efficiency as a "jobs machine". In their recent Special Report on Sustainable Recovery, the IEA and IMF analysed multiple energy-related stimulus options - and energy efficiency in buildings (both retrofits and new builds) came top of the list.

Also supporting this are Australian groups such as the Energy Efficiency Council, the Property Council of Australia and the Australian Council of Social Service. In fact, according to Tennant Reed, the Australian Industry Group is "barracking for energy efficiency upgrades, because they are a way to score five goals off one kick. You can grow jobs, you can cut costs, you can improve health, you can strengthen energy systems and you can slash emissions at the same time".

Now let's shift attention and consider the field of design.

Our less-than-spacious apartments cry out for clever solutions to make the most of our compact and communal lifestyle. Over the years I have seen the design sector, in countries such as Italy, Japan and the USA, develop suites of transforming and multi-purpose furnishings, including robotic-walls (like ORI). But locally, our design choices remain very limited.

However, there is growing recognition of the importance of the design sector in kick-starting Australia's economy post-COVID-19.



▲ Residents First: (left to right) Mary Masters, Janette Corcoran and Samantha Tran.

According to Prime Minister Scott Morrison: "Good design, created by smart people in smart industries, is essential to a country that wants to grow and be prosperous." And this was the logic behind a "design-led renaissance" strategy where the Australian Design Council is bringing together captains of industry, innovators, entrepreneurs and thinkers to reshape the nation post-COVID-19. And this would appear a strategy that fits well with CoM being a knowledge city – and also one known for "good design".

We know there is no silver bullet to recovery. But the point of the foregoing is that there are real ways in which our city precincts can be sustainably rejuvenated for the mutual benefit of residents and businesses.

But to do this requires a critical shift in mindset.

It requires putting residents at the centre of council decision-making and designing around real local needs (after all, local government is supposed to be for locals).

I have been writing this column on vertical living for more than four years. My aim has been to highlight challenges and advance issues important to high-rise apartment residents.

But, as current electoral campaigns show, residents are still on the periphery.

This is why I have decided to stand in the forthcoming council election as a candidate for Residents First. Alongside two other locals, Mary Masters and Samantha Tran – our stated aim is to make residential living a council priority ●

And to know more about us and our plans, please visit: residentsfirst.com.au – and VOTE 1 Residents First!



Dr Janette Corcoran

APARTMENT LIVING EXPERT

LEARN MORE ON FACEBOOK.COM/SKYPADLIVING/

Short-stays will endanger COVID recovery

Open letter to the Minister for Consumer Affairs (CAV) and the Minister for Health and Human Services (DHHS)

Dear Ministers,

The COVID-19 pandemic and the worldwide collapse of tourism has demonstrated what years of lobbying has failed to do: that there is no place for short-stay operations in high-rise residential buildings.

The problem is fundamental: it's impossible to limit the spread of the deadly virus or to enforce social distancing rules in a short-stay environment.

Under COVID restrictions, the majority of commercial short-stay operators have abandoned our buildings and some have gone out of business altogether. Airbnb is on its knees.

Former short-stay apartments have been sold or are now earning more income from being rented out long-term.

Residents have rediscovered the security, safety and amenity of their homes, that had been lost during the rampant years of greedy commercial short-stay operators who make no contribution to the wear and tear of the buildings they invade.

WE MUST NOT ALLOW THE SHORT-STAY PROBLEMS TO RETURN AND THREATEN PUBLIC HEALTH AND SAFETY.

Ministers, several things need to happen as Melbourne gradually emerges from lockdown.

1. We Live Here would like to engage with both of you so that you have a better understanding of how apartments in high-rise strata communities are not appropriate for short-term letting by commercial operators.
2. The *Owners' Corporation Short-Stay Amendment Act 2018*, backed by Airbnb and the two former Ministers for Consumer Affairs, but opposed by an all-party Parliamentary Inquiry, is due for review in February 2021 and must be scrapped.
3. The Department of Health and Human Services (DHHS) must provide a public health road map for managing the return of visitors, so that we do not compromise what we have achieved at such sacrifice during the pandemic.

Ministers, we look forward to meeting with you to resolve these urgent issues.

P.S. Our chief grievance is with whole-apartment, commercial operators rather than individual owners renting out a room in the apartment they are occupying, the genesis of short-term letting platforms. Commercial operators should pay higher levies for additional wear and tear, and we need a comprehensive registration system.

Global coalition against Airbnb IPO ethics

We Live Here is a signatory on an official submission to the New York Stock Exchange regarding the forthcoming listing by Airbnb.

The submission by a global coalition of community groups asks US financial regulators – the SEC – to require Airbnb to disclose its revenue from commercial operators, the hosts who run multiple listings. The data could reveal how much of Airbnb's inventory might be affected if more cities enforce even reasonable regulations controlling the practice.

Barcelona, New York, Boston, Los Angeles, San Diego, London, Paris and Prague have all enacted laws to control commercial short-stays.

The global coalition argues that Airbnb's public pronouncements have repeatedly proven false, dissimulating and inaccurate, often directly contradicted by independent analysts and actual practices. The myth of "home sharing" covers up the vital role commercial operators play in the Airbnb business model. And the "ban on party houses" line is trotted out for every tragic incident.

"This is one IPO that shouldn't come to market without a thorough vetting by the SEC," JJ Fueser of Fairbnb Canada said.

Lord Mayor speaks out on short-stays

Melbourne Lord Mayor Sally Capp has spoken out on short-stay issues while addressing the Residents 3000 AGM.

The Lord Mayor said that more needs to be done for the 83 per cent of Melburnians who live in apartments, and that there is no satisfactory legislation to manage short-stays because the current legislation "did not go far enough".

Ms Capp expressed concern about the impact on residents in terms of amenity, safety in our own building and increased wear and tear costs.

Speaking to We Live Here, Ms Capp said she had previously contemplated a type of charter between the council and Airbnb but was unaware of the impact of the pandemic on the platform's business model. Also, the Lord Mayor did not know about the commercial operators with multiple listings, a reality that could make a charter

with Airbnb meaningless.

Ms Capp also said the hotel industry has complained that there is no level playing field in terms of regulations for health and safety, taxes and general legal compliance requirements.

This is where we are all in agreement: proper regulation is essential to manage the competing interests of tourism with the expectation of residents to the quiet enjoyment of their homes.

As Melbourne emerges from lockdown, we hope that lessons learnt from this pandemic will lead us towards proper regulation.

Cladding update

The recent Cladding Safety Victoria (CSV) Bill will formally separate CSV from the Victorian Building Authority and establish CSV as the responsible authority for delivering the Cladding Rectification Program. The Bill will also increase the time limit for pursuing legal action against builders by an extra two years.

CSV is now seeking expressions of interest for a clerk of works.

If you have some feedback on how the rectification programme is working for your building, including how it will be paid for, please let us know.

Campaign donations

As a not-for-profit organisation, donations from individuals and buildings keep our campaigns going. To register as a supporter of We Live Here or to donate, please visit our website at welivehere.net. We Live Here does not accept donations from commercial tourism interests ●



Barbara Francis & Rus Littleton

EMAIL: CAMPAIGN@WELIVEHERE.NET

LEARN MORE AT WELIVEHERE.NET



ABBY'S ANGLE

Learning forgiveness through lockdown

"You can choose if you're going to live with anger, regret and revenge and miserably think yourself a victim. Or you can choose to be a hero in your own life and forgive the past and move on" – Lindy Chamberlain.

Now if anyone would have "the right" to be bitter and angry, it's Lindy. Having suffered one of the worst injustices in Australian history, being wrongly convicted by the court system and wrongly condemned by the public for the murder of her baby daughter. Yet, in a recent interview she has revealed she has forgiven, now focuses on the positives and has let the past go to find happiness. She could teach us all a lesson or two in forgiveness. But more importantly, it is also women like this who inspire us and remind us to be the hero in our own lives. To rise above it. To make the future positive, to approach it with a thirst for peace and a hunger for happiness.

The COVID-19 restrictions have certainly had a dramatic – and fortunately successful – impact on our lives and the way we missed the simple things. Simple things like being able to see friends and family, being able to work with our colleagues and send our kids to school. While there are certainly bountiful frustrations in the extensive time we have been in lockdown, and there is certainly evidence of huge amounts of anger towards the decision-makers who imposed the restrictions, there is another aspect that I think we are all capable of focusing on. And that is what this path has taught us, a focus on what we have learnt rather than what we have been denied.

So, what have we learnt? Well apart from obvious things like what a huge inconvenience this virus is, how terrible it is to lose people to a pandemic (albeit we got off very lightly with the toll, it is still a huge number of families distraught to have lost loved ones) and that not many of us are cut out to be in charge of

home schooling, (should have bought shares in Dan Murphys!) there are higher learnings. And those learnings can and should focus on appreciation, positivity and looking to what we can put our minds to, being the hero of our own lives. We have a choice to re-emerge from restrictions as better people. We have a choice to be more appreciative of each other, our work colleagues, our children's teachers, and all those in our community. We can redefine our own goals.

We have felt what it is like to be isolated for lengthy periods of time, we can now appreciate slowly re-engaging in all that life has to offer. But make it a happier place. Where toxicity existed, take this as a clean slate to start again. Forget the struggles of the past, the judgements that you might have made on others. Lose the bitterness and regrets and just focus on the future. Celebrate that we can move on.

Let this be a chrysalis – that we emerge from our cocoons as butterflies simply because we have the chance to appreciate the things we took for granted. Fortunately, we don't have to suffer the extremes of injustice as Lindy did, to evolve on our path to choose to move on with a determination of positivity. Create a peaceful yet productive space. Let your hunger for happiness shine with a welcoming energy. Choose to be the hero of your life and inspire those around you, be the leader in exactly how we should all move on from the past.

Until next month,
Abby x ●



Abby Crawford

LIFE@DOCKLANDSNEWS.COM.AU

LETTERS TO THE EDITOR



Docklands images

*Hello team,
I clicked these two beautiful pictures from my balcony from my iPhone last week just after the rains.*

Hope this helps and is good enough to publish.

Amruta Saurabh Wazalwar

Uneven pavements

Since being in lockdown and only allowed out once a day for one hour to exercise, one thing has made an impression on me - the dangerous state of the uneven pavements in Docklands.

I learned the hard way on September 8 when I went out for my daily walk and missed a three centimetre drop on Collins St which sent me flying forward.

I put out my arm to stop myself from falling flat on my face and felt such terrible pain. As I lay on the pavement two men passed by (separately) and neither asked if I was okay. This heartlessness hurt almost as much as the fall. I managed to walk as far as the ANZ where I could sit down at the tram stop and phone my husband. He called for an ambulance and accompanied me to St Vincent's Hospital.

There they gave me painkillers, put my arm in a sling and asked me to wait in the waiting room. I went in to get some X-rays done and luckily nothing was broken but two weeks later and I am still in a lot of pain. I have since spoken to friends and neighbours and it would seem as though I am not the only one complaining about the state of the pavements. I phoned the Town Hall to report my accident and I would ask anyone who has had a similar incident to do the same. I would hate anyone else to go through the pain I am experiencing at the moment.

Margaret Barnes



SEND YOUR LETTERS TO:
NEWS@DOCKLANDSNEWS.COM.AU

Setting the standard for a future in high-rise

WORDS BY *Jack Hayes*

The developer of Southbank by Beulah (SBB), set to become Australia's tallest building, has said its project would set a new design precedent for high-rise development for Melbourne well into the future.

Melbourne developer Beulah's project at 118 City Rd in neighbouring Southbank will mitigate the issue of unsightly above-ground car parking by taking it entirely below street level, opening up the street level and above for public amenities such as green spaces, retail, dining, art galleries and transportation.

In what may become standard practice throughout Docklands and beyond, Beulah executive director, Adelene Teh, said the two towers that make up SBB would "push engineering boundaries that others had not before us."

"We want to push all parking underground so that the first eight levels are completely accessible to the community to fulfil our vision," Ms Teh said.

"We want to create a place where Melbournians can access, explore and use a wide range of transformative spaces and experiences."

With the site just metres from the Yarra River occupying the current 6061 sqm BMW showroom, Ms Teh said several limitations had been overcome by world-class engineering and design.

"We are only metres from the banks of the Yarra. Fortunately, Australia has world-leading engineers and contractors for building basements in difficult situations," Ms Teh said.

"Barangaroo in Sydney's Darling Harbour,

Queens Wharf on the banks of the Brisbane River and Elizabeth Quay in Perth have all been built with basements in waterfront locations."

"Closer to home, the Melbourne Metro stations currently under construction are being built using the same equipment and engineering we will use for our basement."

Following an international architecture competition in 2018, Beulah awarded the winning design to a partnership between Cox Architecture – one of Australia's leading architecture practices - and UNStudio from Amsterdam.

"One of the most important reasons for this design winning the competition was the way it responded to the attributes and needs of the location in a very personal way," Ms Teh said.

"The public spaces at the base of the towers all open out to large public terraces featuring a mix of gardens, art spaces and activity spaces, depending on the use inside. Terraces are interconnected by staircases which can be used to walk from floor to floor and for exercise."

"The stairs are widest at the ground level where they land next to the newly extended footpath, which will extend over 20 metres for pedestrians, cyclists and activity."

Beulah will also assist the City of Melbourne to complete the Southbank Boulevard upgrade to increase public open spaces at the street level, in a move that could set a model for impending development in Docklands ●

For more information visit:
southbankbybeulah.com



▲ Renders showing the street level activation.

LivMate: the new technology helping a post-COVID Docklands

WORDS BY *Jack Hayes*

While we all ponder what "COVID-normal" will look like over the coming months, one Docklander and his team are paving the way with an innovative new technology to ease the worry.

LivMate is computing software that enables any business, venue or site to track their attendees in a COVID-safe manner using contactless registration and QR codes.

The new technology is co-founded by NewQuay resident, Domenic Zappia and his business partner, Jason Corbett.

"LivMate makes it simple to get started, registration is quick and easy, plus our quick setup guide ensures a good user experience. Once you register with LivMate, you don't have to enter your details again," Mr Zappia said.

"The software is totally customisable. Using a building site as an example. We have crews who come in and need to check whether workers have their necessary forms or to fill out compliance questions for COVID; we are then able to specifically tailor the software to a business's needs by changing which fields attendees are required to enter."

"You can create different work or visitation areas within LivMate where you can isolate who has visited or worked in a particular area. If you can segment where a particular person who may have COVID-19 visited, you know only the people connected to that area are the ones you'll need to worry about."

Mr Zappia, who has a long background in the Victorian education system, moved to

“

LivMate is computing software that enables any business, venue or site to track their attendees in a COVID-safe manner using contactless registration and QR codes.

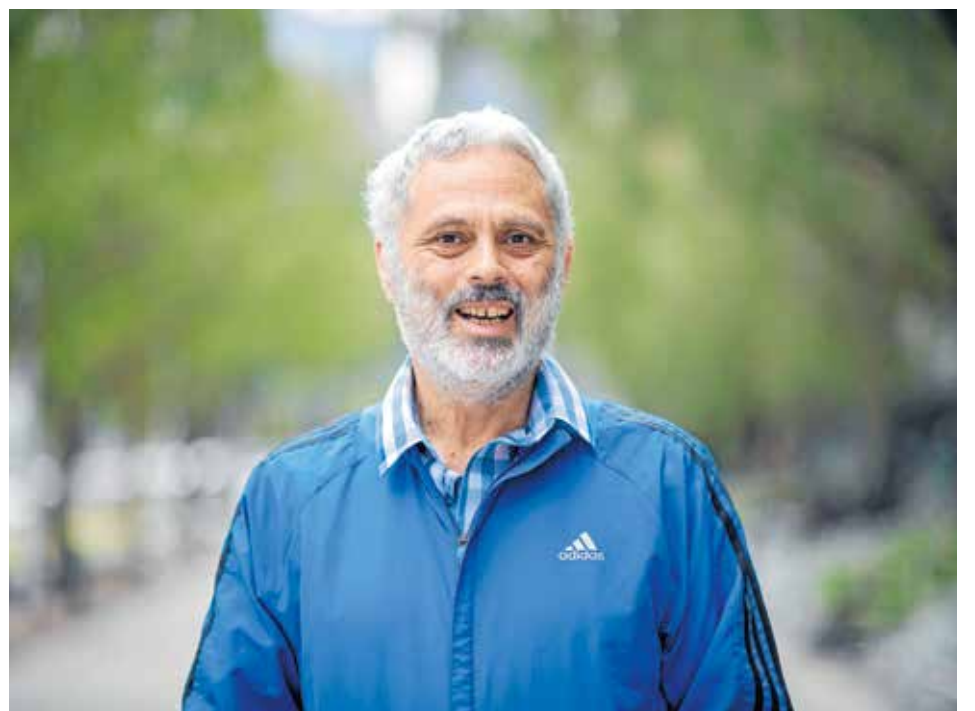
”

Docklands in May after a two-year stint working with his son in Darwin.

Once arriving in Docklands, amid the emerging heights of the COVID-19 pandemic, Mr Zappia immediately contacted his long-time business associate, Mr Corbett.

Together with Mr Corbett, who has a background in civil construction and is the founder of Linked Success – the company overseeing the development of LivMate and educational management software, uEducateUs – the pair saw a gap in an ever-growing market for COVID compliance.

"I have been working with Jason and his educational software for some time. So, when I got back from Darwin earlier this year, we saw the situation [COVID-19] as an opportunity



▲ Domenic Zappia.

and a great way to help make it easier for people and businesses," Mr Zappia said.

"We have designed LivMate to suit the existing needs of a business while enabling them to adhere to COVID-safe practices and guidelines."

LivMate also provides the opportunity for businesses to use the software not just for attendee registration but for their day-to-day administration like lodging time sheets.

The software charges businesses a small nominal fee per attendee to a given business, venue or site.

"You can also create groups of attendees. Just say you go to dinner with your friends or family, you can check in that group at once and continue to do so, without constantly needing

to fill out forms or details," Mr Zappia said.

With businesses slowly transitioning back to office working and the need to document movement a significant priority in that process, Mr Zappia and Mr Corbett have high hopes for LivMate and its implementation both in Docklands and the broader Australian community. "LivMate details have been provided to the State Government and the City of Melbourne and we are hoping for a positive response," said Mr Zappia ●

For more information visit
livmate.com.au

商场开发计划 需要更多改进

Meg Hill, Sean Car

由于上个月市议员一致反对开发商计划方案的某些方面，墨尔本市政邀请了Docklands商场的开发商阿什摩根(AsheMorgan)修改其新的综合用途开发计划。

开发商AsheMorgan正在寻求州规划部长理查德·韦恩(Richard Wynne)就《滨海大道城市东部发展计划2003》(WFCDP)的附录批准，该附录将允许在Waterfront Way 50号至94号和Little Docklands Drive 2号至16号建立一个新的综合用途区域。

在9月15日举行的未来墨尔本委员会(FMC)会议上，提交了开发申请方案。在会议上，开发商总监安德鲁·怀特塞德(Andrew Whiteside)对市政规划官员的建议“陈述”表示失望。

虽然一些议员和怀特塞德一样，对滨海大道城市东部“过时”的发展计划感到沮丧，但所有议员都一致反对这项申请方案，规划委员会主管尼古拉斯·里斯(Nicholas Reece)称这个方案“太像堡垒了”。

在市政的报告中，官员们承认，该场地的布局是基于保留多层停车场的“限制”而构建，该停车场占据了整个场地的三分之一以上。然而，他们表示，这个申请方案的布局及其地下车道和高架走道的公共领域呈现了一个“不可接受的后果”。

六个阶段的计划包括零售、办公和住宅的建筑，其高度为40至80米，其中一个5.4米的高架走道，位于新的Waterfront Lane巷的“通道”线上。该计划还包括一个离地面23米的高架公共空间，位于现有的停车场屋顶。

里斯议员说，尽管开发商以“聪明的方式”改善了商场的建筑形式和结构，并给周边区域带来活力，但这个申请方案仍有太多问题需要解决。

他说：“这个计划也有一些重要的积极因素。”

“市政报告中提出的一些问题，我认为需要解决的，特别是避免高架走道和地下车行道，以确保安全和良好使用的公共场所。”



“计划方案中的高架走道，首先应考虑利用可使用的地面，特别是考虑到它靠近水面的情况。当然在城里其它地方可以看到这种高架的和屋顶的结构，但这无论如何不是利用地面的最佳解决方案。”

“简而言之，这个计划方案有太多缺乏

新建筑与外界联系和交流的地方。60米的街墙太像堡垒了。我们希望有一个完全开放和有渗透性的计划方案。”

市政的规划官员还担心该方案的建筑形式会产生不利的风力影响，以及对公共空间和新的Docklands港区小学造成遮光阴影。



潜望镜式公寓计划遭拒

墨尔本市政已向州规划部长理查德·韦恩(Richard Wynne)表示，不支持目前在Collins街694-704号港区中心建造一座大型新大厦的计划。

Meg Hill

房地产管理集团Cromwell Property Group已提交计划，部分拆除目前由澳大利亚气象局占用的一栋现有建筑物，并在该地块北端建造一座54层的综合大楼，内有办公空间、酒店客房和住宅公寓。

由建筑设计公司Nettletontribe设计的价值3.1亿澳元的开发项目将包括12800平方米的商业空间、182间酒店客房和265套住宅公寓。

但是市政议会的规划官员没有批准这个“潜望镜式公寓”的设计提议，认为其不符合州政府的“更佳公寓设计标准”。

这种“潜望镜式公寓”的设计布局，其外墙窗户是通过长走廊连接到公寓的。人们认为这样不足以给公寓楼提供光照。

在9月1日的未来墨尔本委员会(FMC)会议上，市政的规划主管尼古拉斯·里斯(Nicholas Reece)议员表示，如果批准该设计，这将开创一个危险的先例。

他说：“从本质上来说，这个开发项目有一个围绕内部布局的问题，不符合更佳公寓设计标准。”

“更佳的公寓设计标准在这个城市进行了长期艰苦的辩论，作为规划主管，我不想眼看着走回头路。”

港区建设项目重塑城市活力

当墨尔本城市从COVID疫情中恢复重现时，中央码头的重建，E-Gate的城市更新以及到Fishermans Bend的有轨电车线路都被提名为“优先基础设施项目”。

David Schout

根据墨尔本市政最近发布的《复兴和恢复计划》，这些项目属于12个需要州和联邦政府投资的“城市改造机会”的项目。

该计划在一定程度上是根据普华永道(PwC)的研究而制定，该研究表明，由于疫情限制，墨尔本内城区这次受到了最严重的经济打击。

与疫情爆发前的预测相比，当地经济在未来五年将遭受1100亿澳元的打击，到2020年底，将有15%的工作岗位流失。

市长萨利·卡普(Sally Capp)表示，墨尔本“是澳大利亚的经济动力源”，未来几个月采取的措施会证明其至关重要。

她在9月15日的未来墨尔本委员会(FMC)会议上说：“我们知道墨尔本是维州经济的动力源，在国民经济中发挥着重要作用。

国家的复苏取决于我们如何让城市恢复生机。”

报告指出，解封后有12个“优先基础设施项目”，其中之一是重建中央码头。

报告还指出，该码头对激活Docklands港区，特别是对维多利亚港至关重要。

该报告承诺：“鉴于中央码头的关闭，市政与维多利亚州发展局合作，确定了一些具体举措，这些举措将增加对维多利亚港的访客量以及对整个Docklands港区的酒店和零售业的投入。”

去年8月，维多利亚州发展局聘用的工程师认为中央码头不安全，之后被强行关闭。

《复兴和恢复计划》还将一条通往Fishermans Bend的电车线路，作为COVID疫情后的“优先”建设项目。

“这个线路连接对于释放Fishermans Bend的潜力极为重要，因为目前的公共交通线路不符合最低通行标准。”

该报告指出，今后，连接西墨尔本和港区E-Gate的中等密度开发非常重要，同时还呼吁投资振兴雅拉河北岸。

报告称：“这些塑造城市的机会不能单靠墨尔本市政府来提供，我们需要维多利亚州政府和澳大利亚联邦政府的大力支持与承诺，才能看到这些机会成为现实。”



港区小学即将建成

Docklands港区小学建设进展顺利，在工程即将完工期间，已经开始接受入职申请，并将如期宣布教师任命。

教室内部装修的照片已经发布在学校的官方脸书(Facebook)页面上。9月16日，州政府教育和培训部正式命名该学校为Docklands港区小学。

教学职位目前正在网上招聘，其中包括一名专业(人文)任课教师、两名毕业班任课教师和五名班级任课教师。

该校的创始校长亚当·布莱特(Adam Bright)在脸书的一篇帖子中说：“创办这所学校我非常激动，为了让社区的学生有一个美妙的学习体验。”

他工作团队的另一名成员是创始助理校长路易斯·斯帕莱拉(Louise Spalliera)。路易丝在过去的12年里一直致力于小学各

年级的教育工作。

简·塞莱克(Jan Selleck)被任命为业务经理，她原先在南墨尔本小学工作，该小学是三年前在南岸Ferrars街开办的。

有意报名入学的学生已经开始登记，可以在以下学校的脸书(Facebook)页面上找到facebook.com/DocklandsPrimary-School

欲知更多信息，请点击：

schoolbuildings.vic.gov.au/schools/Pages/DocklandsPrimarySchool.aspx

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