

The voice of Docklands | 道克蘭之音

DOCKLANDS NEWS

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OCs 'betrayed' on short-stays

By Shane Scanlan

The State Government has abandoned residents hoping for intervention to regulate the use of residential apartments for short-stay accommodation.

It has introduced into Parliament amendments to the Owners' Corporation Act, which place the responsibility for policing unruly behaviour on neighbours.

Under the new laws, individual neighbours and owners' corporations (OCs) will be expected to seek redress from guests and owners of offending apartments at the Victorian Civil and Administrative Tribunal (VCAT).

A government press release says: "Under the reforms, for the first time apartment owners could be liable for any damage, noise or loss of amenity caused by their guests."

"VCAT would also be given new powers to award compensation of up to \$2000 to neighbours, and ban short stay apartments which are repeatedly used for unruly parties."

"Guests could face fines of up to \$1100 for a range of conduct breaches, including: creating unreasonable noise or behaving badly; causing a health, safety or security hazard; damaging common property; and obstructing a resident from using their property."

"Short stay apartment owners may be ordered to pay neighbours' compensation and any damage caused by their guests to common property."

The We Live Here movement has reacted furiously to the government's decision,

accusing it of "wimping out" and turning residential homes into hotels.

Spokesperson Marshall Delves points out the impracticality of the proposed solution and said it was now "open slather" for the short-term accommodation industry in Victoria.

"Victoria let a golden opportunity slip to set an example to the rest of Australia and take a strong stance on short-term lets and Air BnBs that ruin the liveability and amenity of high-rise buildings," Mr Delves said,

"Jane Garrett, the Minister for Consumer Affairs could have joined the likes of San Francisco, New York, Los Angeles, Berlin, London, Paris and other world cities by coming down hard on the short-term stay industry but instead chose to invite them in with open arms."

"It will then be a matter of 'catch me if you can' as the proposed legislation only empowers OCs to bring proceedings in VCAT for penalties - and only after the bad behaviour and parties have occurred."

"But why would an OC spend thousands of dollars on lawyers trying to catch and fine guests (who have most likely left Melbourne or have skipped the country) simply to chase penalties, when the proceeds of the penalties won't be payable to the OC? The state of Victoria collects the penalties."

Continued page 11



Have you met the mayor?

Shane Foggie will be missed when his current construction job comes to an end later this year. Read all about the popular flagman on page 4.



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New hub for cyclists

By Sean Car

Local not-for-profit group Good Cycles has kicked off a crowd-funding campaign to build a community bike hub on Harbour Esplanade.

Places Victoria has teamed up with the bike-based social enterprise to match every dollar raised in an effort to make the \$40,000 community initiative a reality.

To be located just south of Hortus cafe on the old tramlines, the new hub will operate as a small bike shop and service centre, while

also providing another facility for Good Cycles to conduct a range of social programs.

The project will also provide services to the thousands of cycling commuters along a key stretch of the Capital City Trail.

Good Cycles marketing manager Matt McCullough said the new facility would help the organisation to engage, educate, empower and find employment for people experiencing disadvantage.

“We’ve had hundreds of participants come through our bike-based social programs and we see the difference bikes can make everyday,” he said.

“The hub’s establishment will have an immediate impact on Good Cycles’ social programs allowing us to do more good,

reach more people and transition more of our participants through to employment in the industry.”

With construction expected to be completed in August this year, the facility will be a semi-permanent shipping container conversion painted by local designer and street artist George Rose.

The project has received a huge amount of support from the local community to date, which has included a large contribution from the Bank of Melbourne’s neighbourhood fund.

However, with the crowd funding campaign ending on June 27, Mr McCullough said the organisation was still calling on the community to help raise the funds required.



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Bureaucrats strut their stuff on governance

By Shane Scanlan

If any further evidence was needed to prove the case for water governance reform, it was provided by the six state government speakers at a special forum held in Docklands in late April.

Each spoke of their sectional interest in the subject and, collectively, presented a case why reform was not possible at this time.

The forum, hosted by the Docklands Chamber of Commerce at Berth restaurant on April 28, heard that the governance issue was under review from at least three different and disparate directions. Other speakers revealed their singular and sectional interests in the processes surrounding any efforts to activate local waterways.

Local stakeholders have been pressing for a single, independent waterways authority to replace the myriad departments and processes which have paralysed any real activation of the local waterways over past decades.

The most recent government-sponsored study into the problem, the Lower Yarra River Use Future Directions Group (LYRUFDDG), late last year recommended the establishment of an independent interim committee charged with bringing an independent authority into existence within two years.

The substance of this recommendation has fallen on deaf ears and it was the task of the six state government speakers to explain why.

The forum itself was a tightly-controlled panel of speakers moderated by Docklands Chamber of Commerce president Joh Maxwell, augmented by a number of prepared questions.



Will Guthrie.

Department of Environment, Land, Water and Planning (DELWP) ministerial policy adviser Will Guthrie explained the genesis of the LYRUFDDG and the broad reasons why it was not possible to move to a single, independent authority at this time.

Mr Guthrie said “broader actions” were in play and it would have been pre-emptive to move decisively before these activities concluded.

In the interim, he said, the Environment Minister Lisa Neville believed problems could be solved without going to a single port model.

“Hopefully this is a beginning of a new chapter in how well we can activate the river,” Mr Guthrie said.

Parks Victoria executive director Chris Hardman spent much of his allotted time acknowledging and apologising for past failures and promised Parks would do better in the future.

“In the future, we want to focus on outcomes and we have been given a green light to do that,” he said.

It was, therefore, a shock to hear later in the session that Parks Victoria was currently introducing a fee for boat operators who wished to take photographs of things and



Chris Hardman.

activities on the river, which were outside of their current licence agreements.

Former Parks Victoria operations manager Chris Chesterfield explained his current role as chair of a ministerial advisory committee looking at establishing a Yarra River Protection Trust as part of pre-election promise by the current government.

He said the government intended to introduce a Yarra River Protection Act and river governance was part of his group’s terms of reference.

He acknowledged that stakeholders had competing ideas about the river’s values, but said commercial aspects were explicitly excluded from this current exercise.

Department of Economic Development, Jobs, Transport and Resources representative Kara O’Dwyer outlined two current reviews that she is part of, which “aimed to have a better understanding of pathways forward” by September.

In outlining yet another reason why an independent, single waterways authority was not possible at this time, Ms O’Dwyer said a review of the “local port space” and its management was underway. She said a report to government would provide “findings and potential strategies”.



Geoff Swanton.

In shedding light on the complexities of achieving permits for waterborne events, Transport Safety Victoria’s waterways safety manager, Geoff Swanton spoke of “new” legislation that required his part of government to look only at the safety of water-based, event proposals. Mr Swanton, who is also a former Parks employee, explained that applications were not made directly but, rather, via Parks Victoria and he revealed that half of all applications were sent back down the line for further information.

Parks Victoria events manager Alex Edney said, while Parks strived to be professional, he said the organisation was “not there yet”. “It will be easier to get a permit in the future,” he said.

In the question and answer segment, the chamber of commerce avoided asking the question: “Will Parks Victoria willingly make way for an independent, single waterways authority?” Rather, it asked whether Parks planned to become the sole governing body for the waterways, to which it replied “no”.

The questioning did reveal, however, that a new authority should be established within two years, that the government puts a lot of faith in collaboration as a means of fixing problems and that future boat operator fees will be set by the Valuer-General.


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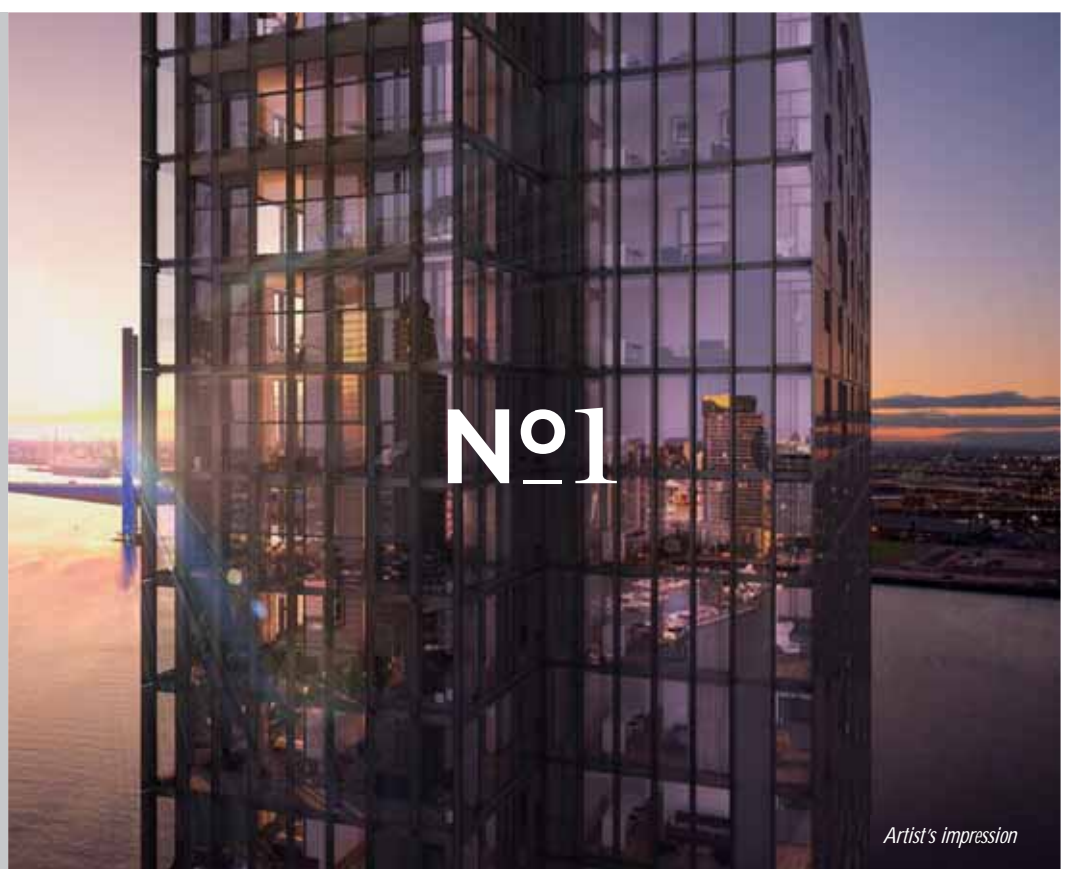
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Artist's impression

Have you met the mayor?

As much as they want their suburb completed, Docklanders will be sorry to see popular flagman Shane Foggie move on when 888 Collins St is completed.

The traffic controller has spent many years on Docklands projects but has become a local identity in his latest role.

Standing on the corner of Bourke St and Seafarers Lane for a couple of years may not sound a dream job, but Shane has certainly made an impression.

Gregarious and helpful, he has endeared himself to local residents, traders and, most specifically, with parents who drop their kids off at the Harbour Family and Children's Centre.

Shane donated a hard-hat to the centre and it's being displayed in a glass case!

"It's not just about stopping the traffic for the kids," the proclaimed "Mayor of Docklands" said. "It's about making them feel special."

Over at a local fast-food outlet, construction workers ask for the "Shane Special" to get the best possible deal. He even claims to have a "little bit of pull" with the parking inspectors.

But, as much he likes Docklands, he wouldn't want to live here. "I'm a backyard sort of a person," he said.

The 30-year-old commutes from Mill Park and hopes to be making the journey for a few months yet.

As the eyes and ears of the neighbourhood, he's experienced some strange things - such as people seeking directions to the Dandenongs. Others have expected to hit the freeway at the end of Bourke St.

"You never know the next location," he said. We hope it's right here in Docklands. Good on ya Shane!



The first big idea for Docklands

We've seen plenty of them - those weird and wacky ideas for Docklands. But this one from 160 years ago is surely the most futuristic?

Paul Little must be green with envy. Under this 1860 proposal, ferry commuters can be dropped on the doorstep at Southern Cross Station.

Victoria Harbour was 20 years into the future when this plan was dreamed and documented by civil, sanitary and hydraulic engineer John Millar. Millar presented his idea to a royal commission and entitled it "Proposed Extension of the City Westward".

The river can be seen diverting away to the west. But the vision of the day was to excavate a "tidal harbour" straight through to the bay at Port Melbourne. Various harbours can be seen along the route, but it is a virtual maritime freeway.

Not so utilitarian is the crescent lake and replica British Isles to the north of LaTrobe "Avenue". In keeping with the imperial theme is Britannia Crescent and marking the point where the city meets the bush is "Periphery Avenue".

The north-south streets running through current-day Docklands are the not so imaginatively-named Tenth, Eleventh, Thirteenth, Fourteenth and Fifteenth streets.

The map is one of many exhibits on display

as part of the *A History of the Future: Imagining Melbourne* exhibition at the City Gallery at the front of Melbourne Town Hall in Swanston St.

Curator Clare Williamson has compiled an exhibition of building plans, underground roads and public art projects proposed by city planners, architects, artists and writers over the last 180 years that would have changed the face of the city and how we engage with it.

The exhibition also features a 14-metre long panoramic wall drawing by artist Lewis Brownlie whose imagined Melbourne's cityscape brings some of these dreams and schemes to life.

Ms Williamson said the exhibition contained food for thought for anyone interested in Melbourne's past, present and future.

"In recent years, Melbourne has been transformed, not by towering landmarks, dramatic demolitions or elevated walkways, but by subtle adjustments to the fine grain of its urban fabric," Clare said.

The exhibition is open until Friday, August 12. For more information see www.melbourne.vic.gov.au/citygallery



Change of venue for Networking Lunch

This month's Docklands Networking Lunch has had a change of venue.

The Friday, June 17 lunch will no longer be held at the Wonderland Spiegeltent but, instead, will take place at Mama Rumaan on Central Pier from 12 noon.

Middle-eastern Mama Rumaan is the latest high-end hospitality offering in Docklands. The restaurant has replaced the popular Ve Bene on the pier.

The local reviews have been terrific. This fierce Arabic mama cooks - and eats - like she lives. Large. Her plan? Chillin' like a villain and serving up the best Middle Eastern food, with a modern twist.

Rather than a traditional three-courses, this lunch will be more of a graze.

On offer are:

- Mezze dips and bread
- Cabbage rolls
- Sabah's Egyptian falafel
- Fried cauliflower
- Qouzi
- Beef kavurma
- Lamb skewers
- Vegetable skewers
- Fattouche salad
- Tabouli salad
- Rice
- Dessert platter

The unusual beverages - house red and white wine as well as light and heavy beers - will wash this down nicely.

As usual, the lunch costs \$60 and must be paid in advance (by June 10), so ring today on **8689 7979** or email lunch@docklandsnews.com.au to book your place.

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Docklands to cop 'city bypass'

Docklanders can look forward to a lot more traffic in Wurundjeri Way, which will become a "city bypass" if the proposed Western Distributor road is built.

Under current plans for the toll road, east-bound traffic on Dynon Rd will be offered a non-tolled diversion around the west of the CBD via an extended Wurundjeri Way.

The State Government and Transurban say the Wurundjeri Way extension is designed to by-pass inner city streets and reduce traffic flow through the CBD.

"The extension of Wurundjeri Way from Dudley St to Dynon Rd will provide a bypass of the CBD. For those travelling from the inner west to destinations south of the city, the city bypass provides a more direct route and eases the pressure on Dynon Rd and north-south CBD routes including Spencer St," a consultation document says.

The authorities conducted a consultation in Docklands on May 3 at Etihad Stadium.

Meanwhile, Melbourne councillors are finding voice to discredit the project.

At their meeting on May 17, councillors were scathing in their assessment of the damage the road would inflict on the city as a whole.

They were also upset that their officers found at least five things to like about the project.

Transport chair Cathy Oke said the project had no benefits at all.

"The impacts to the City of Melbourne are huge and this project is somewhat ridiculous," Cr Oke said. "We're not seeking to have more cars coming into the City of Melbourne at all. I can't see how this project aligns with what we are seeking to achieve."

Cr Rohan Leppert noted that the council and the state government were diametrically opposed in their positions.

"By my reading, our strategy calls for a decrease in car trips by 160,000 by 2030 and the Western Distributor plans for an increase in car trips to the CBD from Footscray and Dynon roads alone of 30,000," Cr Leppert said.



Western Distributor - City access and bypass
View from above Footscray Road, looking east towards the city

Councillors were debating how to respond to a council-management prepared document which concluded: "The main anticipated effects are the potential negative impact on land through the creation of demand for car parking and storage in the central city; on public amenity and safety due to increased numbers of cars in the city, particularly in streets and areas not designed to absorb the increased traffic and where there are significant numbers of vulnerable road users; greater traffic noise; air pollution; potentially undermining conditions for walking, cycling and public transport and possible impacts on the public realm such as trees."

Cr Arron Wood said: "At first glance, having a huge freeway project coming into the doorstep of the world's most liveable city isn't looking good for us so far."

He said he looked forward to officers speaking with the government and Transurban about ways to best mitigate the effects on the project.

Cr Wood acknowledged the desire to remove trucks from local roads in the western suburbs, but said the issue should be considered a freight problem.

"It should be solved as a freight issue and not cobbling together another freeway, which essentially dumps a whole heap of traffic on the doorstep of Melbourne."

Cr Ken Ong advocated not speaking with the

government at all.

"Our transport policy is totally ignored by the project," he said. "This opportunistic proposal by Transurban on a West-East approach only benefits Transurban. It actually doesn't benefit the city at all."

"Why should we work with a government on a project that's not even a stated policy before the last elections? It's a terrible project. It's got all these negatives, but we want to work with them to get a better outcome? A better outcome for the city will probably not be a better outcome for Transurban. So what do you think is going to happen? We'll be pissing in the wind."

"In my view, we should tell the government 'sorry, we don't actually support this and we just don't want to work with you.'"

Cr Wood and Cr Jackie Watts both said the council had been in a similar position with the ill-fated East West Link proposal.

"We do feel like we've been down this path before with a certain other road. And we do advocate strongly that public transport is the best way to move mass commuters around," Cr Wood said.

"If you make it easier and quicker for people to drive their cars, then people will drive their cars."

Cr Oke said: "While potentially I would have preferred to reject is outright, I understand that this is management's report."



Vale Tom Ogley

Much-loved Mission to Seafarers gardening volunteer Tom Ogley passed away on Thursday, May 19 after a short illness.

Mr Ogley, 84, tended one of Docklands' few green oases, turning a neglected area of the mission into a peaceful, contemplative grotto.

In praising Mr Ogley's contribution, mission CEO Andrea Fleming said: "Tom will be well celebrated and remembered here and, having spoken to him, he was peaceful and prepared for the journey that has taken his spirit to the Lord Jesus where I have no doubt he will tend to the most beautiful gardens of heaven."

When *Docklands News* featured Mr Ogley in our Docklander column in September 2013, he explained that he moved to Docklands from the Mornington Peninsula to be closer to the nightlife.

At that time, he was driving two or three times a week into the city to dance rock and roll at inner city night-spots. He was also an accomplished tap dancer.

Asked about his secret to a successful life, Mr Ogley said: "I can't put my finger on anything except maybe luck. Although I would say it's important not to stress out. The next day or the next week you'll wonder why you did."

Ms Fleming said she visited Mr Ogley the day before he died and he gave instructions about the garden.

"He gave instructions for the garden and planting of the spring bulbs and he shared his thanks for being part of the team with the special duty of tending to our garden," Ms Fleming said.

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A fish returns to the water

By Shane Scanlan

Doug Jarvis was always going to struggle as the City of Melbourne's waterways manager, so Docklands is eternally grateful that he lasted five years.

Essentially a self-employed businessman, used to achieving results, he was like a fish out of water within the bureaucratic local government morass.

A man with talent, vision, passion and energy simply doesn't fit the bill. Alice was more at home in Wonderland.

Doug achieved many positive outcomes for Docklands through sheer single-mindedness and determination.

That the final, and most significant, deliverable – that of waterways governance reform – eluded him is no disgrace. The reform is well and truly on the agenda and it's up to us locals to keep relentless pressure on government.

Doug made the right decision to quit and go fishing. Like a dog with a bone, his bloody-mindedness on this issue could have had serious implications if he didn't let go.

"It's affecting my health mate," was more understatement than admission.

It's hard to imagine anyone possessed of more dogged determination than Doug. It's the same never-say-die drive that saw him complete the two-handed Melbourne to Osaka yacht race across the dark and deep Pacific Ocean and injure himself in any number of dangerous sports and pursuits as a younger man.

It greatly hurt his pride to admit defeat at the hands of the risk managers, buck-passers, seat-warmers and other assorted incompetents who inhabit the public sector.

In an email to old industry contacts announcing his availability, Doug said: "If rewards are commensurate, taming lions, gathering eggs from wild crocodiles or milking venom from taipans would all be considered. However, I have had enough of herding cats!"



Gone fishin' ... a very happy and relaxed Doug Jarvis with a catch of King George whiting.

Melbourne Passenger Boating Association president Jeff Gordon said Docklands felt empty since Doug left on April 26.

In a letter to Doug from the association, Mr Gordon said: "Before you arrived on the scene the charter boat operators were

feeling unsupported in a large space, with the City of Melbourne seemingly unable to understand, let alone attend to our requirements."

"Parks Victoria had just upped their berthing fees by 400 per cent and we were all in a very

combative mood."

"You took the initiative and from the outset wanted to understand us and to work with us, a big ask, considering what you would have been told on entering the space."

"Most importantly, we could see that you were a fellow 'sea crab' and could understand our particular needs. You were prepared to work with our very individual personalities and we got to know you and trust your judgement."

"We could also see that you were working behind the scenes to make the 'land crabs' understand what we were offering and gradually, like the tide turning from a very low ebb, we could feel a positive change in attitude taking place."

Doug didn't have the temperament for the public sector. He could never understand why facts and logic were not valued. Conversely, irrational decisions made on the basis of internal political alignments were extremely frustrating.

Docklands came close to losing Doug some years early when the council perversely determined he was conflicted and had to remove himself from anything to do with Marina YE, where he had rented a berth for his boat.

As the ultimate manager of the marina, the pointless day-to-day impracticality of this nearly did his head in.

Above all, Doug is a salesman and a marketer. His advocacy for Docklands will be sorely missed.

Melbourne City Marina is flying. Big-spending super yachts are heading our way and the superb new marina lounge and office will be a lasting legacy to his efforts.

The "land crabs" are starting to "get" the water and its importance to the future wellbeing of our suburb.

We are still without our ferry terminal in the south basin of Victoria Harbour. And we are yet to see scheduled water transport between Federation Square and Docklands.

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COME IN AND SEE PETER, LYN AND THE FRIENDLY TEAM

Doyle's 80 per cent loss of memory

By Shane Scanlan

Lord Mayor Robert Doyle can only remember 20 per cent of the first promise he made in the lead up to the 2012 council election.

In October 2012 he pledged that, if elected, Docklands would see a 12-month \$500,000 trial of a free ferry running five times per day on weekdays between Collins Landing and NewQuay.

In 2013, the council budgeted \$50,000 for a feasibility study but the rest of the promised funding has sunk without a trace.

Asked by *Docklands News* at the May 3 Future Melbourne Committee meeting whether Docklands could expect to see the remaining \$450,000 during the last months of his term, Cr Doyle said he thought the pledge was for only \$100,000.

Further, he thought that amount had been expended on a study into a suitable vessel.

"My memory was that it wasn't \$500,000,"

Cr Doyle said. "It was more in the order of \$100,000."

"And my memory also, and I'm happy to be corrected, was that it was spent on a feasibility study of the principle barrier to such transport - that is a vessel."

Cr Doyle said he thought the current Port Phillip Ferries commuter trial from the western suburbs had replaced the need for local, scheduled river transport.

"And my further personal view would be that the Little proposal has somewhat subsumed that," he said. "But that is, of course, a major transport option into Docklands from the west of Melbourne and beyond."

"It doesn't really cover inside Docklands water transport, in which I am still very interested," he said. "So I think that's where we are."

Right: A report in *The Age* from October 2, 2012 outlining Cr Doyle's \$500,000 campaign pledge.

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Doyle pledges free Docklands ferry

October 2, 2012

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Lord Mayor Robert Doyle launches his campaign for re-election with his deputy, Susan Riley. Photo: Eddie Jim

Robert Doyle has unveiled his first election promise, a one-year trial of a free weekday ferry service between the Docklands and north bank of the Yarra River.

At the launch of "Team Doyle" yesterday morning on the banks of the Yarra River, lord mayoral candidate Mr Doyle said the ferry trial would cost about \$500,000, would run five times a day

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Docklands' master craftsman

By Ellen Hill

For Freddy Mata Mendoza, Docklands has become an inspiration, not just a place to live.

Originally from Venezuela, Freddy moved to Melbourne to follow his dream of becoming a furniture designer, making the difficult decision to leave behind family and friends in search of a brighter future.

"When I came to Australia, I was thinking I just wanted to get away from all the violence and instability in Venezuela for a short time and then return to find work," he said. "However after the past 2 years in Australia, I feel at home now and I don't want to leave. I think my future has just begun."

Freddy chose to live in Docklands for its beauty and the similarities it shares with his home in Maracaibo, the second largest city in Venezuela.

"It reminds me a lot of my home town because of the high rise buildings, but I think Docklands is much more beautiful."

The 35-year-old has settled in happily to the Docklands lifestyle and enjoys riding his bike as much as possible.

"The area is so alive and beautiful during the day, but quiet and peaceful at night, not rushed or noisy," he said.

"Everything is so close by, I can just walk downstairs and all I need is at my doorstep. It's perfect."



Docklands' master craftsman Freddy Mendoza.

"On weekends I can go out, explore new places and ride my bike, which I think is one of the unique things about Docklands, everything is so easy to get to."

A trained architect in his home country, Freddy moved to Melbourne because he found a course that would let him pursue his career in furniture design.

"I wasn't happy being at construction sites

all day and architecture projects take much longer to complete," he said.

"I wanted to work with my hands, not behind a desk or at a computer all day, but there weren't any courses for me in South America."

Freddy's determination paid off, and at the end of April, he was awarded the Outstanding Certificate Student category

at Holmesglen TAFE's 19th annual awards dinner.

He was recognised for his hard work during 2015 while studying the Certificate IV in Furniture Design and Technology and was awarded a \$2000 cash prize.

There is no doubt that Freddy is a dedicated student with a lot of enthusiasm for his craft. He has had two of his pieces shortlisted and exhibited at the Australian Furniture Association Contemporary Emerging Design Awards.

Alongside his studies, Freddy works part time in a furniture-making company. He also leases space to work on furniture commissions, one-off pieces and prototypes.

One of his pieces has been inspired by a couple of iconic Docklands landmarks, namely the Library at the Dock and the Jim Stynes Bridge, which Freddy incorporated in a beautiful reading bench.

And, just when you thought this star student couldn't do any more, Freddy and a fellow student are in the process of starting up their own furniture business called TWO AM (Two Americans in Melbourne).

Freddy happily calls Docklands his adopted home and luckily for his fellow residents, he plans to stay here for a while longer yet.



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City of Melbourne gravy train keeps rolling on

Editorial comment

Shane Scanlan



The City of Melbourne is embarking on a hiring binge, which will see another 80 staff swell its already top-heavy ranks in the next financial year.

The bill for its 1400 staff will be \$151.6 million next year – \$12.2 million more than this year.

And an examination of its draft 2016-17 annual plan and budget reveals that ratepayers should not expect to get anything extra in return for being slugged 5.6 per cent more next year.

The council will be taking 7.7 per cent more from residential ratepayers in 2016-17, while non-residential ratepayers can expect to pay 2.2 per cent more.

The total rate harvest will be \$257.3 million next year – \$13.6 million more than this year.

Somehow, the council has been able to spin this effort as a “modest rate increase of 2.5 per cent”.

Finance chair, Cr Stephen Mayne, said: “This is a disciplined budget that minimises the burden on ratepayers and provides the services and infrastructure appropriate for a booming capital city.”

“Our underlying cost increase in this budget

is less than 2 per cent, which is expected to be below CPI. This means we have minimised the burden on the community while accommodating pressures associated with the city’s growth and the operation of new community facilities.”

The council’s spin continues throughout the draft document, specifically in what it considers to be “capital works”. While boasting a “total capital works expenditure of \$96.48 million”, a closer examination reveals some curious inclusions.

Two thirds of this figure is actually earmarked for maintenance and renewal. When addressing “new works”, it says: “For the 2016-17 year, \$19.15 million will be expended on new works. The more significant projects include, climate adaption urban landscapes (\$2.66 million), bicycle improvement program (\$1.56 million), green your laneway pilot projects (\$1.30 million), new flood mitigation works (\$1.00 million), implementation of Docklands community and place plan (\$1.00 million), Christmas Festival new decorations (\$0.60 million) and road safety program (\$0.56 million).”

Not surprisingly, the council does not draw attention to a \$13.2 million IT spend, which is also lists under its works program. And the spending doesn’t stop next year.

The council has flagged spending an extra \$14.8 million on IT in 2017/18, \$15.1 million more in 2018/19 and \$8.5 million in 2019/20.

It hasn’t said why it thinks it needs to spend in excess of \$50 million on IT. But, if the council was an organisation that concerned itself with internal efficiencies, it could be presumed that such a spend might result in staff savings down the track.

However, the city wants both the big IT spend as well as more staff in the future. Its

four-year plan predicts it will spend \$173 million to employ 1443 people by 2019/20.

In my view, the council didn’t need to raise the rate burden at all for 2016/17. With more than 5000 new properties coming on stream, it was destined for a \$6.52 million windfall based on projected building completions.

Unlike outer-fringe municipalities, the City of Melbourne is not required to provide costly infrastructure for these new (mostly) apartments. It’s a legacy of its prime location – a gift.

It doesn’t need to employ 80 new staff and it doesn’t need to budget for a \$15 million surplus. The fact that it has a \$320 million investment portfolio illustrates its vastly inappropriate wealth.

If the council was focused on investing its wealth in community outcomes, it would be a completely different story.

It has earmarked \$1 million for unspecified works associated with the Docklands Community and Place Plan, but has offered nothing to upgrade Harbour Esplanade.

The underlying story about the City of Melbourne is that it is a big, fat job creation program. Councillors have limited opportunity to influence this juggernaut.

Some 167 officers are on salaries of more than \$136,000, with directors being paid more than \$300,000 and the chief executive officer on \$460,000.

When I look at the City of Melbourne, I see a club run by a handful of obscenely-paid career bureaucrats who can’t believe how good they have it and are determined to keep it that way.

The council will be accepting submissions on its draft plan until June 3. The document will go before the Future Melbourne Committee for endorsement on June 16.

Docklands News misses out

It appears Docklands News went early last year when it joyfully reported City of Melbourne support for small independent publishers.

Our July 2015 edition reported that the council was to spend \$50,000 on advertising in “smaller innovative start-up or digital publications which are distributed or consumed in the City of Melbourne or align with specific council goals (such as sustainability).”

The successful publications were announced on June 24 and *Docklands News* was not among them.

The winners were: Invurt; CBD News; Archer; MELD; Smudge; The Lifted Brow; Amateur Hour; On the List; The Plus Ones and Australian Arts Review.

Webcams deactivated

By Nicholas Li

The Port of Melbourne has turned off its webcams.

The webcams were located at coastal spots around Melbourne, including one at Swanson Dock.

The cameras were popular amongst shipping enthusiasts and used to help boaters observe weather conditions.

Head of corporate affairs at the Port of Melbourne, Peter Harry, said the webcams would not resume service.

“The webcams were decommissioned about two months ago as the contract with our provider concluded,” he said.

Eilish Cooke answers your legal questions.

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OCs 'betrayed' on short-stays

From page 1

"Owners' corporations around Victoria should feel betrayed by the decision of the Minister. The decision to announce this legislation has come in the dead of night, while the OC legislation is still under review by Consumer Affairs (legislation scheduled to be introduced in late 2017) and while OCs around Victoria are awaiting the decision of Supreme Court Justice Peter Riordan in the Watergate case which will decide whether they can enforce rules to regulate short-term letting."

The Watergate test case on the legality of short-stay apartments returned to the Supreme Court on May 18 and 19.

Lawyers representing the Watergate owners' corporation (OC) and its opponent, Docklands Executive Apartments, argued the merits of VCAT member Linda Rowland's decision last June that OCs did not have the power to make rules limiting the length of stay.

The two-day hearing heard technical arguments for and against the ruling.

Justice Peter Riordan actively questioned both sides throughout the hearing and noted at the end of the hearing that he had plenty of reading and research to conduct before arriving at the conclusion, which is expected to take some months.

The State Government points out that the Victorian short-stay industry is now worth \$792 million and pays \$160 million in wages to 64,000 employees – an argument seized on by the Victorian Accommodation Industry Association (VicAIA).

VicAIA praised the government for "leading Australia in understanding the value of the sharing economy". Its president, Paul Salter, who operates Docklands Executive Apartments, has welcomed Minister Garrett's amendments.

"The new legislation is a common sense approach and an important step towards regulatory management to ensure the responsible use of property by owners and investors in Victoria," Mr Salter said.

"The national body, the Holiday Rental Industry Association (HRIA) has a robust national code of conduct, approved by the ACCC and adopted by all members of VicAIA. The code is a self-regulatory tool to assist the industry including landlords, property managers to manage guest behaviour," Mr Salter said.

"We will continue to work with the government and councils to ensure the new legislation is adhered to by our members and we will actively deal with the isolated incidents of unwelcomed party pads, rogue operators and unruly behaviour."



Development is booming

Docklanders are again experiencing a surge of development.

Places Victoria reports that there are currently 13 projects under construction with a combined development value in excess of \$2.5 billion.

Key development projects include:

- 883 Collins St, 889 Collins St, and 888 Collins St – Lendlease residential developments under construction;
- CW1 – Lendlease has lodged a planning permit for a residential tower and it is being considered by the Minister for Planning;
- Melbourne Quarter – between CBD and Docklands. A permit for first commercial site fronting Collins St was approved by the Minister on March 1. Construction is anticipated to start in mid-2016. Planning applications for further commercial and residential stages are under consideration;
- The Collins Wharf Development Plan has been lodged by Lendlease and is

being considered by the Minister;

- Collins Square – five commercial towers on Collins Street by Walker Corporation. Two are completed, three are under construction;
- The NewQuay West Development Plan has been lodged by MAB Corporation and is being considered by the Minister;
- NewQuay – more than 1000 apartments are currently under construction across four residential towers being Promenade, Aqualia, Marina Tower and Banksia. Works have started on the 5000sqm NewQuay Central Urban Park, to be delivered with the Banksia tower and construction is expected to be completed in December 2017. The Four Points by Sheraton Hotel is also under construction; and
- Forge Apartments and Wharfside Residences/Cargo Homes in Mirvac's Wharf's Entrance precinct are under construction.

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Comfort from nautical burials

Docklands' tall ship Enterprize was out on Port Phillip Bay last month supporting families without the means to give their deceased loved ones a suitable send off.

General manager Michael Womack explained that Enterprize supported Bereavement Assistance by providing an affordable avenue for burials at sea.

"We'll do this a few times a year, which is a great help for families who don't really have a lot of options," Mr Womack said.

"In fact, it would be great if we could, in

turn, attract some corporate sponsorship for this worthwhile activity."

Replete with a piper, scattering ashes from the deck of the Enterprize is a solemn and moving experience.

On May 4, *Docklands News* photographer Barry Douglas accompanied the voyage. Barry's pictures tell a story of tradition,

ceremony and solemn respect.

Mr Womack said the Bereavement Assistance program gave great comfort to families at times when they needed it most.

"If anyone wants to help with this, I'd be most pleased to talk with them," Mr Womack said.

He can be contacted on **0419 520 742**.

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The NewQuay gathering attracted 130 guests and raised more than \$9000 ...

Biggest morning teas

Docklanders came together in force on May 26 to raise funds for the Cancer Council.

There were two "Biggest Morning Teas" – one held in a private apartment at Yarra's Edge and another at Berth restaurant in NewQuay.

And, while the events were quite different, the motivations of the organisers and the

generosity of the participants was the same.

The Yarra's Edge event was held at the home of Petra and Brian Harmer-Shrowder. About 30 people attended and, with an entry fee and raffles of donated goods and services, \$2170 was raised.

Over at NewQuay, 130 people attended and more than \$9000 was raised – an increase of 50 per cent on last year's total.

Well done Docklands!



While the 30 at the Yarra's Edge event contributed \$2710.

All upstream for new bay ferry

By Sean Car

Since launching its eight-week trial period, Little Group chairman Paul Little's Port Phillip Ferries venture has struggled to gain anywhere near the uptake it was expecting.

The new service launched with much fanfare on Thursday, May 12, with Lord Mayor Robert Doyle and a number of esteemed guests turning out to support Mr Little's initiative. However, the 400-seat vessel has since attracted disappointing numbers for its daily run between Wyndham Harbour and Docklands.

Port Phillip Ferries CEO Murray Rance admitted that, while numbers hadn't been great during the week, he said the group had been very encouraged by higher numbers on weekends.

According to Mr Rance, numbers between Monday and Friday had been averaging "in the 20s", while weekends had seen numbers peak above 50.

"The customer feedback during the week has been really positive," Mr Rance said. "Commuters are telling us that it's a really relaxing ride and a great way to start their day."

Anecdotally, weekday passenger numbers ranged between 15 and seven in the fortnight preceding this edition of *Docklands News*.

Asked at the official launch whether he thought the initiative would be a success, the Lord Mayor said he was confident that people would embrace it as a viable transport option.

"I think so. They've got open days coming up and I think people will get down to have a look," Cr Doyle said. "The people of Melbourne will absolutely embrace this as a new form of transport in our beautiful city."

However, while still in its very early days, it would appear the service faces some significant challenges in keeping the venture afloat, with issues remaining around berthing and ticket prices.

Mr Rance said the business was continuing to tweak its services in reaction to customer feedback and that the response from the corporate and tourism sectors had been "really positive".

The ferry service will be moving its berthing location from Merchant St to Hortus cafe in the next few weeks in order to connect passengers directly to the free tram service along Harbour Esplanade.

During the trial, tickets cost \$13 one-way and \$20 return and it's expected that this will rise to \$25 once the trial concludes.

Mr Little told *Docklands News* he didn't think the service was charging too much.

"It's not what we've been told," he said. "I think if you were to get a one way rail ticket from Geelong to Melbourne and return that's about \$25 so I think we're right on the money in that respect."

"I'll make the point we're not trying to compete with rail in terms of price. That's not what we're about," Mr Little said.

Travelling time has also been a subject of debate with the ferry taking an average 75 minutes to complete the journey.

Cr Doyle said he would work towards "relaxing" the lower Yarra speed limits.

"Five knots is too slow as you come up the river. It adds just a little too much to the journey," he said.

Mr Rance told *Docklands News* that the group had met with the Port of Melbourne Authority recently to work through the process of obtaining an approval to travel at higher speeds.

He said the ferry would eventually conduct a wave, wake and safety assessment and was optimistic that the service would eventually be able to travel at speeds ranging between 10 and 15 knots.

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Green light for Collins Wharf

By Sean Car

Developer Lend Lease has been given the City of Melbourne's seal of approval to construct a 29-storey development at number one Collins Wharf, Docklands.

The application will now be referred to the Minister for Planning for approval after councillors unanimously supported the proposal at the Future Melbourne Committee meeting on June 17.

In what will become a significant piece of the Victoria Harbour jigsaw puzzle, the \$106 million development will comprise 321 apartments, 290 car parks, 312 bike spaces and 68 sqm of ground floor retail space.

However, while councillors supported the proposal in large part, some concerns were raised with the developer at the meeting regarding the lack of street activation immediately facing the west side of Buluk Park on Collins St.

Both Lord Mayor Robert Doyle and Cr Rohan Leppert quizzed Lend Lease Victoria Harbour project manager Tim Campbell as to whether additional retail could be provided to help activate the remaining edge of the public square.



Mr Campbell said, while the focus had mainly been on activating the street edge facing the Y7 building, he would investigate options for the Collins St frontage.

"Just to highlight what we did do through the design process, was to actually add in the retail. So originally there wasn't any retail and the focus of the retail was actually at the Y7 site," he said.

"We've also included outdoor seating, which goes all along the southern facade and opens out on to that space as well."

"We could look at the additional retail, which could help with the activation on the Collins St frontage," Mr Campbell said.

Cr Rohan Leppert told the meeting that while he generally supported the development, he would only do so on the condition that the developer explored further ways of activating Collins St.

"The application generally conforms with the development plan and is a very positive addition to the city down there at that interesting and quickly-growing area," he said.

"We need to have interesting, activated land-uses of the ground floor on all sides of that square. We've got it to the north of the library and to the south and the east. Let's try and get it to the west as well."



Social Club is thriving

Some 30 "social Docklanders" met to enjoy each others' company at Merchant Society in Victoria Harbour on May 11.

Organisers report a great convivial vibe from the night and have announced that the June Docklands Social Club event will be held at Cargo restaurant, 55 New Quay Promenade from 7pm on Wednesday, June 8.

All are welcome. Sure it's cold, but why not come out and enjoy some neighbourly warmth and good times?

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Uncertain future for city helipads

By Sean Car

The Helicopter Association of Victoria has called on the City of Melbourne to make a definitive call on whether it wishes to see two existing helipads remain next to the Yarra River.

Acting as a consultant on behalf of the association, former Prahran MLA Clem Newton-Brown raised the issue with councillors at last month's Future Melbourne Committee meeting on May 17.

In response to growing residential concerns, particularly from residents living near the helipad at North Wharf, council has flagged plans in its 2016-17 draft budget to develop Fly Neighbourly Agreements (FNAs).

Mr Newton-Brown told councillors that, while the industry was happily working with council to address noise impacts on residents, there were concerns in the industry around the future of helicopters in our city.

"The industry is currently working with council and the local community to try and ameliorate the impacts of helicopters and the suggestion is simply that council plan for permanent helicopter access within the central city and Docklands," he said.

"There are existing use rights of course but once the leases expire then the concern in the industry is that they will be squeezed out."

"Now would be the time to have in your annual plan to start looking at whether you



Helipads have been part of the Melbourne scene long-before residential apartments.

want them and, if you do want them, where you want them."

Mr Newton-Brown said that with the North Wharf helipad's lease expiring in 2018 and Batman Park helipad in 2025, the association was hopeful council would consider other locations in the city should they not be renewed.

Proposed locations include the site of Melbourne's first helipad at the turning basin near Melbourne Aquarium, behind Federation Square and even locations around Docklands.

Mr Newton-Brown urged the council to develop a policy or potentially risk losing

one of Melbourne's major assets.

"It's a significant benefit that Melbourne has over all other capital cities in Australia in that we're able to transport people from the central city," he said.

"It's not just rich people going for rides, it has an enormous impact on tourism in the state - with people coming into the city and fanning out across the state to regional attractions. The use of helipads for emergency services is also significant."

Library wins development award

Docklands' Library at The Dock has won the Property Council of Australia's Victorian development of the year award.

The library was a finalist in three categories: innovation, best public building and best new sustainable development. The brainchild of architecture firms Clare Design and Hayball, the project was a tri-partnership between Lendlease, Places Victoria and the City of Melbourne.

Chair of the City of Melbourne's environment portfolio, Cr Arron Wood, said the personality and history of Docklands was reflected in the building.

"The library pays homage to Docklands' rich maritime heritage with reclaimed hardwood from the waterfront used throughout the building," Cr Wood said.

Cr Wood said Docklands was Australia's leading suburb in green development.

Opening in the middle of 2014, the library loaned out more than 1.6 million books before its first birthday. The library also houses music and sound collections, digital gaming facilities and a performance space.

Lendlease's Victoria Harbour project director said: "Library at The Dock provides a place for culture, community interaction and learning and represents world leadership in sustainable design, but beyond that, it's been critical in fostering a rich and diverse community in Victoria Harbour."

The library is now in the running for the national award with the ceremony to be held in Sydney on Friday, June 3.

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How does John Olsen, Howard Arkley, Tim Storrier, John Brack, Tommy Watson, John

Perceval, Bill Henson, Patricia Picinnini, Rosemary Laing and Kaff-eine sound? If you intend to buy, you'll need a fat wallet. There are plenty of zeroes in these numbers, with many of the more famous works displaying a discrete POA price-tag.

Gallery director Demian Gibbons has put Yarra's Edge on the national art map. No wonder Mirvac wants him to turn his temporary "pop-up" enterprise into a permanent feature.

London, Paris, Rome ... Yarra's Edge? It's got a nice ring to it and suits the classy image that the suburb likes to portray.



Photo courtesy Ernest / Handcrafted Pictures Co.



The sociable of Yarra's Edge

Socialising has been taken to a new level at Yarra's Edge with the recent formation of a new social club.

The brainchild of Janine McGrath, the club itself meets every Tuesday afternoon at 2pm at Loading Dock. But a number of "mini-clubs" have also sprouted and are spreading like wildfire throughout the precinct.

Ms McGrath explained that there were mini-clubs for: wine and cheese; books; films; TV shows; culture and walking. There is also talk of groups for photography; cycling; fitness and cards.

With 65 names now registered, the success of the social club had exceeded expectations.

"I would have been happy with 10 people at

the first meeting," Janine said. "Instead, 40 people came, so there is obviously a need."

She said one of her motivations for starting the club was she knew of three lonely and isolated people.

"I thought, if I know three, there are probably more," she said.

The dance instructor has lived in Tower 2 for the past five years and has only praise for the community feel of the area.

The club has no formal structure and no committee.

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A living, breathing almanac

By Jack Hayes

In life, there are some people you must see if the circumstances call for it.

If you feel sick, you see a doctor. If you need to deposit money, you see a banker. And if you need to know something about the docks – anything at all – you see Jim Beggs.

The ex-Waterside Workers' Federation Victoria president truly is, a living, breathing Docklands almanac.

Jim provides an extraordinary mixture of anecdotes regarding hilarious work practices, an endless supply of nicknames and an often-sombre reflection of the harsh working conditions he, and thousands of others endured.

With over six decades of his life spent on the docks, Jim looks fondly back at his time as a "wharfie" – so much so he wrote his own book titled *Proud to be a Wharfie*.

Very few occupations have received the same level of adverse publicity than the wharfies over the years. With 62 years of involvement, Jim's book endeavors to dispel some of the stigma attached to his beloved wharfs and their workers.

"I couldn't have wished to work for a more generous, a more humorous and hardworking group than wharfies," he said.



"The camaraderie we had on the docks was unparalleled. There was no sick pay back then, so when a bloke was sick we all banded together to look after each other."

Jim's impact on the wharfs not only resonated throughout the docks themselves but, in one case, across the Indian Ocean to the prison cell of Nelson Mandela.

"We had a speaker from South Africa back in 1960," he said. "He was a South African trade unionist. He told us about apartheid, which we had never heard about. We were so intrigued by his talk we extended our lunch break by half an hour."

"So when we all went back to work we got the sack, which was disgusting. So the next day the union pulled out the whole port. That was the beginning of any individual organisation raising the question because it

was in the headline news, 'wharfies walk off over apartheid in South Africa.' "

"When Mandela came here in 1990, I met him at the Melbourne Town Hall. He went out on to the street and spoke to the thousands there. He (Mandela) said, I particularly want to thank the waterside workers at this port here in Melbourne."

"When I was languishing in jail, wondering if this dream would come true, I got this message that this union way on the other side of the world had raised the banner for our cause, you have no idea what that did for my morale."

Very few individuals have impacted an area and an industry like Jim and none can lay claim to the title "king of the wharfies".

As the tides of the maritime industry begin to change, Jim Beggs' name will endure.

Another disruption for Esplanade

By Nicholas Li

The construction of a new gas pipeline under Harbour Esplanade is currently in planning and is set to take place next year.

The new pipe will be laid under the road, bypassing the current pipe, which lies below the footpath on the harbour side. The old pipe will be decommissioned and left in place.

Places Victoria general manager Simon Wilson said the construction would assist future developments as well as allowing for deep tree planting.

"The relocation of a major gas pipeline along Docklands' Harbour Esplanade is planned to take place next year to enable ongoing development at Harbour Esplanade," Mr Wilson said.

"The pipeline relocation will allow a deep soil planting zone to be created for significant trees to grow in," he said.

The works will cause disruption to transport and traffic in the area, with updates on the schedule of the construction to be released later.

DOCKLANDS COMMUNITY FORUM

You're invited to the next Docklands Community Forum on Wednesday 29 June 2016. The Docklands Community Forum is a public meeting held every two months convened by the City of Melbourne and Places Victoria. The forum welcomes input from Docklands residents, businesses and workers about local issues and projects.

Meeting information

Date: Wednesday 29 June 2016

Time: 6pm to 8pm

Venue: Library at the Dock,
107 Victoria Harbour Promenade, Docklands

The Docklands Community Forum supports ongoing and diverse community input into the future of Docklands. For more information about the Docklands Community Forum, please visit www.melbourne.vic.gov.au/dcf



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The history of Docklands

By Katie Wong Hoy

Docklands News spoke with Historian Dr Judith Buckrich and took a trip through history to remember the humble beginnings of Docklands.

Before it was full of the high-rises, banks, businesses and shops that we see today, Docklands was once a swamp.

This swamp was not the smelly, sludge you may envision. It was filled with fish, crabs and lush vegetation. Behind the swamp, kangaroos and emus ran free. It was a place of paradise for the Wurundjeri people who lived on the land.

“Then the Europeans arrived and decided to muck it up. They started to arrive in about 1835 and they arrived at where the Docklands area is and into where Queen St is because the Yarra was a freshwater river,” Dr Buckrich said.

“Of course every city needs water. That was the main reason why Melbourne was settled.”

At the time the Europeans were bringing in livestock. Most of the sheep were brought in from Tasmania due to the lack of space. Soon Melbourne became quite busy but the Yarra River could not accommodate the expansion.

The river was shallow and narrow. Bigger ships had to anchor at Port Phillip Bay and the goods were transferred onto small lighter boats. It was a cumbersome process.

Sometimes the ships would anchor at Williamstown and the cattle would have to swim in.

“Then gold was discovered in the 1850s so suddenly there were thousands of ships arriving in Melbourne. And quite often they were abandoned. The sailors would also abandon the ships,” Dr Buckrich said.

Yet the dilemma with the narrow, shallow Yarra River still remained.

“Finally in the 1870s to 1880s they decided they had to establish a proper deep water



Work starts on the Yarra River diversion and Victoria Harbour excavation.

port for Melbourne. That was when they started to build what is now called Docklands, but was the Port of Melbourne in effect.”

This process took eight to nine years and, while it was happening, the course of the Yarra River was changed.

After the Industrial Revolution the port continued to be developed. Soon Melbourne was the busiest port in Australia.

The next major advancement in technology occurred in the 1960s, with the introduction of container ships.

“Once the container ships happened, that Port of Melbourne area was no longer deep enough ... the whole way of shipping changed,” Dr Buckrich said.

“Through the 1960s, 1970s and 1980s, what

is now Docklands was used less and less as a port and these container ports were built further downstream.”

Basically, the Port of Melbourne was becoming redundant. Between the 1980s and 1990s, the current Docklands started to be planned.

On her website, Dr Buckrich records that the Victorian Government published in 1989 a strategic planning framework document called *Melbourne's Docklands*. The government was expecting great things from the new development.

Docklands became officially included in the City of Melbourne on July 1, 2007.

You can read more about Docklands' history by reading Dr Judith Buckrich's website www.judithbuckrich.com or her book, *The Long and Perilous Journey*.

Co-working comes to Docklands

Docklands has a new spring in its step thanks to entrepreneurial events that are drawing a new crowd.

On May 11 around 100 people gathered in Docklands first co-working space, Hatch Quarter, to launch a new Melbourne-based startup, GiveGet. Hatch Quarter is on the LaTrobe St side of the Stadium Concourse.

GiveGet is an online services exchange platform that helps entrepreneurs and freelancers exchange their skills to help each other build their businesses.

The launch attracted tech innovators, entrepreneurs, creatives, startup founders and investors from all over Melbourne who, up until now, haven't been given a lot of opportunity to explore the professional environment in Docklands.

The founders, residents and partners of Hatch Quarter have already successfully conducted networking events, business workshops and informational presentations. These have drawn a great deal of interest and further events have been scheduled for the coming months.

A startup accelerator workshop is also on the way, which will be run by HQ and Mo Works Creative Agency.

Open less than three months, Hatch Quarter has already garnered significant support from the community as well as the Docklands Chamber of Commerce.

By maintaining a community-focused approach, the space will play an important role in activating Docklands and strengthening its business ecosystem.

To keep an eye on the events running at Hatch Quarter, join their Docklands Creative Community on Meetup or subscribe to their newsletter.

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PET'S CORNER

Two Maltese are better than one

By Ellen Hill

These cute, fluffy friends have so much energy they could barely contain themselves long enough to pose for a photo.

We bumped into Lulu, 6, and Poochie, 10, on their morning walk to Ron Barassi Snr Park with their owner Alex.

The two little dogs scurry along in a blur, sniffing the air and weaving a knot in their leashes, clearly enjoying themselves immensely.

The trio are braving the cold on a blustery day in Docklands, enjoying a quick stroll along Harbour Esplanade before heading home to escape the gale.

Lulu, a Maltese cross, and Poochie, a Maltese Terrier, are the best of friends according to Alex and they do everything together, especially if there are treats up for grabs.

“They love to go on walks, along the harbour and down to the park,” Alex says. “The only thing they love more is probably treats, or cuddles.”

Alex, who is not working at the moment, said the pair were great company for him at home.

“I would be so bored without them, they are just so much fun and they have so much energy,” he said.



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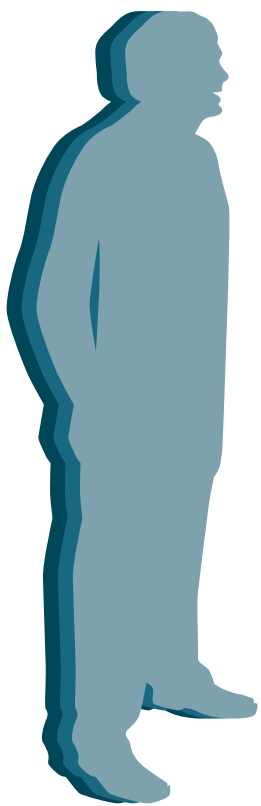
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The story of a Docklands pioneer

Lyn Kelly could be considered a 'Docklands Pioneer'. With her husband Peter and her father, Len the trio were the first residents to move into Docklands on December 21, 2001.



DOCKLANDER

Profile by
Katie Wong Hoy

She recalls there was only one other family who moved into the Arkley building on that same day. The only other residents who lived in Docklands were at the Grand Hotel on Spencer St, at that time not classified as Docklands

Prior to this, Lyn and Peter raised their children in Sandringham. After her children had grown up and her mother passed away, Lyn decided to move to Docklands to signify a new chapter of her life.

"We bought a two bedroom apartment off the plan, with a view to living here and then just a little while after that, my father bought one in the same building so we all moved in on that day," Lyn said.

But it wasn't the simplest move.

"Dad was on the 12th floor and Peter and I were on the 8th floor and the lifts broke down so we got the furniture up to the 8th floor and we had to walk between the 8th and the 12th until the lifts got fixed," she said.

It was very early days for Docklands. The Nolan building was a year away from construction and many apartment buildings were not yet occupied. It was around this

time that Lyn and Peter started a concierge business called Club NewQuay.

"It was arranging cleaning and to generally help people with the services we provided. If residents were working they would leave their key with us," she said. "We were also the unofficial information centre."

"We didn't have the IGA at that time so Peter used to go out on behalf of the developer and buy orange juice, bread, papers and milk and deliver it to the people that lived there in the three months before the shop came."

Lyn and Peter also used to host regular drinks nights at their office. Every Friday night it was an open invite to other Docklanders to come and meet their neighbours and it quickly grew into a very popular community activity.

One day some of the people Lyn and Peter had met through the concierge business asked if they could put a sign advertising their apartment for rent in the office window.

"We were being inundated with people wanting to stay in Docklands so we sent a message out to people who had apartments saying would you be interested in us renting

out your apartment on a short term basis and we got so many people that wanted to, so that was the start of our business."

At the end of November 2005, the business was sold. Lyn and Peter opened another business in Docklands but when Peter fell ill, they closed that business and took four years off work.

Now Lyn and Peter manage 32 apartments in Digital Harbour and 70 in NewQuay and live locally at Yarra's Edge.

"I loved the view. The minute I came here and looked out at the water, I never wanted to look after a garden again," Lyn said. "I wouldn't want to live anywhere else."

Lyn was involved in the Docklands Community Association and has worked hard during her 14 years as a Docklands resident. Now she is ready to slow the pace and spend some time pursuing her hobbies.

"I still want to be active in our business but I would like to relax a little and do some travel and play some sport. That's what I want to do," she said.



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We Live Here

New laws show Spring St is out of touch

New laws for short-stay apartments being introduced into State Parliament show that the government is totally out of touch with residents and all that the We Live Here movement is fighting for.

The legislation has come out of the blue, with no consultation and effectively opens the door to short-term lets in Victoria. It also comes just days after the conclusion of the Watergate Supreme Court appeal against a VCAT decision that ruled the OC did not have the power to make rules about the use of lots.

The judge reserved his decision citing that "it was a significant case", so one wonders why the Andrews Government has proceeded with such undue haste, and without waiting for the decision.

In our view, it is a total capitulation to the tourism lobby. The government has lost a golden opportunity to put Melbourne on the map alongside San Francisco, New York, Los Angeles, Berlin, London, Paris and other world cities by coming down hard on the short-term stay industry but instead chose to invite them in with open arms.

We will keep you up to date with further developments. In the meantime you can read the Ministers for Consumer Affairs Media Release and the response from We Live Here on our website at www.welivehere.net

Change.org petition

Our petition is now live. We need as many people as possible to sign it so that the government understands that short-term letting in residential buildings is an issue affecting many residents and our community at large. Remember every person can sign, not just you representing your apartment, family or building.

Please sign the petition now and encourage your friends, family, workmates and neighbours to also sign. www.welivehere.net

Meet the council forum

Though it was disappointing to have the Lord Mayor Robert Doyle cancel his attendance just hours prior to the start, we feel that the May 9 forum for residents to meet with the council was a worthwhile evening with more than 75 people attending.

We were fortunate to have councillors Richard Foster, Jackie Watts, Ken Ong and Cathy Oke attend as our very lively panel. They obviously enjoyed having the opportunity to genuinely engage with

residents and Michael Kennedy was a very able moderator.

- The panel was asked to respond to and discuss a number of questions sent to them before the meeting. These included:
 - What do the council see as the role of residents in the City of Melbourne, and how may they become more involved?
 - How much weight is given to the views of residents compared with businesses, workers and visitors?
 - How can more residents be encouraged to nominate for council?
 - What steps are being taken to ensure that residents as well as businesses are on the electoral roll?
 - At the last election businesses were granted two votes and residents one vote. Is this fair and should it continue?
 - To ensure a level playing field for all voters do you believe attendance voting should be reintroduced as an option to the exclusive postal voting introduced in 2012. If not, what steps should be taken to prevent voters whose ballot papers do not arrive on time from being disenfranchised?

- Consumer Affairs, local council and owners' corporations. Who should be responsible for dealing with short-term letting in residential buildings?
- A question and answer session followed and some lively discussion ensued. Some of the important issues raised on the night included.
 - Lack of tram access for disabled persons or those with prams;
 - Lack of public toilet facilities;
 - Developer contributions; and
 - Managing and supporting the homeless crisis.

As we approach the upcoming election it was great to see these four councillors give their time to meet with the residents they represent and to answer questions and understand their issues. Ring and write to your council members telling them of the

issues that concern you. As Cr Watts said: if you don't like something a councillor says, "tell them".

A video of the night is available to view on our website at www.welivehere.net

and on YouTube at: www.youtube.com/watch?v=hitZqir8gFk

Stand for council

Local government elections will be held on October 22. If you're interested in nominating for the Melbourne City Council there will be an information night held at the Town Hall administration building on Monday, May 30 from 6pm to 8pm. More information is available from www.standforcouncil.com.au

Our growing inner city community needs more representation from residents with the time and passion to have our unique issues heard. Currently businesses within the City of Melbourne have two to one voting rights over residents, despite annual increases of 6500 to the residential population. So make sure you are enrolled and eligible to vote and ensure a greater proportion of residents are elected to council for the next four years.

Us being heard

We Live Here continues to grow and be a platform for residents' voices. An example of being heard is our recently-received invitation to meet with Consumer Affairs Victoria for an opportunity to discuss our submissions to their review of the Owners Corporation Act 2006.

The We Live Here submission is available on our website at www.welive.net

Feedback

Please continue to send us your feedback and tell us of the issues that are important to you. We'd also be particularly interested to hear your ideas for future forum topics.



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A journey through the past of Docklands

Docklands Library hosts a historical group that meets the last Thursday of each month. The library provides a rich community service supporting local interest groups. Part of this is a series of free informational sessions and these are open to the general public.

On Wednesday, May 25, a group of people with an interest in the history of Melbourne were taken on a journey through Dockland's past. Dr Gary Presland, an authority on Aboriginal history and natural history of Melbourne, gave an insight into why Melbourne came to be built here.

The walk proved extremely popular as it was booked out weeks before the event. More than 20 people gathered to hear what Dr Presland had to say.

Gary started off his tour by talking about Batman's Hill. Artists of the day considered it a natural beauty spot and many paintings were made of the area. It had been touted as a possible site for a botanical gardens.

As is often the case, commercial interests took priority and Batman's Hill was, instead, excavated to make way for Spencer St railyards and the connecting rail link to Flinders St. Now Batman's Hill is but a name of a precinct in Docklands.

For those who care to look from the top of the Collins St extension bridge, there is a pole in place near the Eagle statue that shows the original height of Batman's Hill. Coincidentally, the height closely aligns with the high point of the bridge that spans Wurundjeri Way.

As we travelled down Collins St to Webb Bridge, we learned about the large tract of wetlands in the area that provided an abundant source of food and materials for local tribes. The area was a popular meeting place for the purposes of sharing knowledge and building relationships between neighbouring tribes. This explains why the Docklands development has re-created wetland spaces along Harbour Esplanade.

When the settlers first arrived in 1835, they

chose the area for vastly different reasons. They were looking for suitable port facilities, fresh water and farm land. The wetlands were of no value and were considered as swamps that could be better used for depositing rubbish. Tanneries and meat processing facilities moved into the area and, before long, the pristine wetlands became a smelly place of disease.

This transformation was disastrous for the local people. With the effective depletion of their habitat, their ability to depend upon the land for sustenance was greatly diminished and this would have contributed to the growing disharmony that inevitably ensued.

The discovery of gold in the 1850s sparked the growth of Melbourne and by the 1880s Melbourne had developed into a bustling shipping port and business district. To accommodate the growing demand for shipping, the river was excavated removing 2.3 million cubic metres of earth to create Melbourne's ports and improve the land around the dock by filling in the West Melbourne Swamp.

The informational walking tour highlighted the rich history of Melbourne and contributes to visitor enjoyment of Docklands. We look forward to more interactive activities of this kind that teach people about Melbourne's past, preserving it for enjoyment and appreciation of future generations.

Information about Docklands history is available through a variety of sources. In particular, refer to the Docklands Library, Places Victoria and Melbourne Water. Further reading from Dr Gary Presland include *The Place for a Village* and *First People*.



The May 25 walking tour group at the Webb Bridge.

Fashion



Untitled (Fashion illustration for Fibremakers, model Maggi Eckardt) 1966. Henry Talbot Fashion Photography Archive (119689) © Lynette Anne Talbot

Melbourne's homegrown talent

By Alec Zambo

Melbourne is often renowned as a city where creativity thrives. Everywhere you go there is always something artistically profound waiting to be discovered, from hypnotising laneways to the iconic arts and theatre spaces the city is home to.

As someone who works in the creative industry, I often utilise Melbourne's eclectic space to garner inspiration, whether it be for my next article idea or whenever I'm stuck in a rut.

This is how I found myself at the National Gallery of Victoria (NGV) and stumbling upon its latest exhibition paying homage to Henry Talbot, an iconic photographer who showcased the shifting face of Melbourne fashion during the 1960s.

Originally a European emigre artist from Germany, Talbot was renowned for bringing an invigorating international flare to Australian photography when he created his business in Melbourne's very own Flinders Lane.

After securing big name clients including Sportscraft and the Australian Wool Board, his reputation as a dynamic force in fashion photography was established when his work was recognised by none other than *Australian Vogue*.

His extensive photography repertoire – specifically an extraordinary archive of more than 30,000 negatives – depicts the emerging youth culture that evolved synonymously with Melbourne's thriving artistic scene during the '60s.

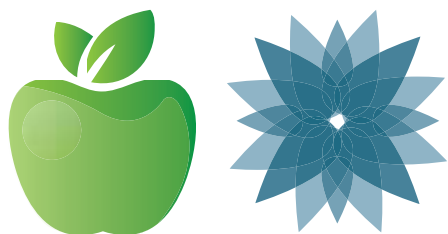
From lamp-lit streets to our obsession with fast cars and luxury glam, Talbot often used these locations as backdrops to create arresting imagery that transformed the streets of Melbourne into scenes that looked like Paris, London and New York – a testament to his reputation for bringing an "international eye" to the world of Australian fashion.

In many ways, he set the standard for excellent fashion photography, so it only seemed natural that the NGV wanted to give him the recognition he so rightly deserved.

Talbot's diverse range of works prompted me to think about how influential Melbourne is in nurturing home-grown talent. Since Talbot, the city has produced some of the biggest names in the Australian fashion industry, from Toni Maticovski, Alannah Hill, Nixi Killick and powerhouse duo Peter Strateas and Mario-Luca Carlucci – the list goes on forever.

So whether you're a self-proclaimed fashionista or curious to see what all the hype is about, take a stroll through Henry Talbot's colourful history at the NGV and get a rare insight into a fascinating world of 1960s luxury glamour.

The exhibition runs from May 7 until August 21.



HEALTH & WELLBEING



By Andrew Ward
YMCA Docklands manager

Recreational power lifting – pros and cons

Power lifting, Olympic lifting and cross-fit styles of training are all hot ways to train these days for both men and women.

Why? Primarily because you can get great results with significant gains in strength, power and speed when you train in this way. The downside, unfortunately, is that you can really hurt yourself if your body is not ready for this type of training.

No one ever joined a gym to walk out with an injury, so it falls within our duty of care as trainers and operators to ensure you, our members and clients get great results, enjoy challenging workouts but avoid injury.

Power and Olympic lifts such as the deadlift, full squat, snatch and clean with heavy weights are only suitable for experienced exercisers and elite athletes. But that doesn't mean you should never lift.

What it does mean is that you must prepare your mind and body first. It's also not all about being just strong. You also need advanced levels of mobility and flexibility to match your strength.

If you are interested in this type of training, you should consult an elite personal trainer or strength and conditioning coach who can teach you the fundamentals from scratch.

There is a very fine line between your 1RM max and a serious joint, muscle or spinal injury so please be careful, even if you are experienced.

Small group training is great!

Somewhere between your solo workout or personal training (PT) session and a group fitness class exists the concept of small group training (SGT). So what's the difference between these three ways of working out and what are the benefits?

PT session – A personalised, specific, goal-focused, customised workout for you only.

- Pros – Safe, effective, results-based, on your terms, portable, flexible.
- Cons – Cost, only when compared with other formats.

Group fitness class – You workout in a class with other members.

- Pros – Fun, energetic, variety, regular workouts, great instructors, cost effective and often included in membership.
- Cons – Bad or late instructors, fixed location, hygienic factors.

And now we come to the small group training experience. What makes it so great?

- Pros – Its fun. You can workout with your friends and/or colleagues. You decide the content. It might be yoga, pilates, body pump, functional training or boot camp. You schedule the time and location. And finally it's cost effective because you can share the trainer fees with your friends equally.
- Cons – I can't think of any!

Pilates is for everyone

Pilates has been around long enough now that pretty much everyone knows how to pronounce pilates properly. It has been a long time since I heard someone call it pie-lates.

What we are seeing recently is an increasing amount of men participating in pilates classes. In some cases, half the participants in some classes are men. This is a very pleasing trend and reinforces that pilates is indeed beneficial for all.

What are the benefits of taking a regular pilates class?

- Balanced strength and conditioning for both sides of the body. You might favour one side, have a dominant leg, play an asymmetrical sport like tennis, all of which unbalance the condition and development of the muscles and negatively impact your alignment. Pilates will help correct this.
- Improved flexibility – Many pilates exercises are dynamic and help improve your co-ordination and mobility.
- Rehabilitation – Many physiotherapists integrate concepts and exercises from pilates into their rehabilitation programs for joint and spinal injuries.
- Improved body awareness, concentration, muscle tone and condition.
- Helps improve and regulate breathing, helps aid in relaxation.
- Helps reduce back pain, neck and shoulder tension.
- Improved posture, balance and control.

Try to incorporate a pilates class into your weekly routine to improve your overall wellness.

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THINGS TO CONSIDER WHEN PURCHASING AN APARTMENT

Inner city apartment living is one of the fastest growing sectors in the Melbourne property market. Docklands is a prime example of the popularity of inner city apartment living. But from a legal perspective, what should you consider if you are purchasing an apartment?

David Parsons, a lawyer in the property department of Tolhurst Druce & Emmerson Lawyers, assists clients with the full range of property law matters. Over the past few years, a growing proportion of clients are undertaking apartment purchases. However, there are a range of considerations unique to apartment purchases which should be considered before signing on the dotted line.

"Before entering into an unconditional contract for the purchase of any property you should ensure that your finance is in place, that the building is structurally sound and, most importantly, have the proposed contract checked by your lawyer," Mr Parsons said.

"Purchasers of high rise apartments should also ask their lawyer to check the owners'

corporation documentation and the minutes of any recent meetings. This will ensure that you are fully apprised of any decisions of the owners' corporation, or circumstances at the complex, which may result in additional charges being levied in the future."

"This may include decisions, such as major renovations or structural defects, which may need to be undertaken. Whenever these type of projects are conducted the cost is shared by all members of the owners' corporation - often resulting in significant expense," Mr Parsons said.

Apartment living is also communal by nature. Living in close proximity to others requires the application of rules and regulations, enabling people to live together harmoniously.

"Owners corporations generally have a range of rules and regulations affecting the use of the apartment or common property," Mr Parsons said.

"Typically, this includes rules associated with short-term use of the apartments, noise regulations and other issues such as whether pets are allowed. It is important that you understand these regulations before you purchase, as they may affect what you can and cannot do in your apartment."

Located on the corner of Bourke and Williams streets, Tolhurst Druce & Emmerson is situated close to Docklands.



David Parsons, a lawyer in the property department of Tolhurst Druce & Emmerson Lawyers

This is convenient for the local workers and residents who frequently seek their advice.

With a firm ethic of "working with individuals, families and business," the firm prides itself on providing expert legal services with a high level of personal service.

The firm offers legal expertise in the areas of conveyancing and property law; family law;

wills, probate, estates and trusts; commercial and business law as well as litigation and dispute resolution services.

Tolhurst Druce & Emmerson is located at 520 Bourke St. Please visit www.tde.com.au for more information.

NO JOB TOO BIG OR TOO SMALL

For our local "Mr Fix It" Richard Jeney, otherwise known by his business name as Clever Dick The Handyman, it's often the smallest jobs that are the most satisfying.

While his business specialises in everything from repairs to bathroom renovations, he said it was the little jobs that often caused people the most frustration.

"When a customer rings and says that it's only a couple of small jobs we say no they're actually the ones that we love because it's the little things that actually make the biggest difference in people's lives," he said.

"Coming to hang a picture up, fix a cupboard because it's not closing properly is what we love because that's actually the annoying stuff."

Having started the business four years ago in Port Melbourne, Richard's service team has since grown to three additional workers and two vehicles.

An engineer with over 15 years experience, he said the steady growth was largely attributed to a strong focus on customer engagement and willingness to take on any job, big or small.

"When I started the business my philosophy was do what you say you're going to do. It's pretty simple," he said "The biggest complaint I've heard from most people is that tradies never turn up and they're just terrible at communication."

"Given my background in engineering, communication is not a problem for me. All they want to do is hear your voice and that's the main thing."

The Clever Dick name is now widely recognised around the Port Melbourne, South Melbourne and Albert Park area and Richard said the business's presence was increasingly growing in Docklands.

"I would like to at some point I always have one ute dedicated to Docklands. It's a nice area to work in. It's close, we know it reasonably well and, like with anything, you get to know it more and more," he said.

"Residents are time poor and the other big factor is affordability. It's a case of 'sure, I could do it' but I'd prefer to get someone in who's actually going to do it properly."

While smaller jobs are a large part of what has made the business what it is, it also specialises in renovations and larger project work including decks, bathroom renovations and flooring - to name a few.

Richard said the exceptionally high standards, which underpinned his and his team's philosophy for its work, meant they always attracted repeat business based on building strong relationships with its



Left to right: Clever Dick handyman Tommy Pitsas, Adam Connell and Richard Jeney.

customers.

"I heard a line once, which was 'always be cautious about asking a question if you don't always know what the answer is going to be' but I do like that because there is going to have to be an element of truth that's going to come out," he said.

"When you stand back and ask a customer

are you happy with the work we've done, I know I'm happy with it because as far as I'm concerned if we've met our standards then I know that's going to be at a customer's standards."

For more information visit www.cleverdickthehandyman.com.au



CHAMBER UPDATE

BY PAUL SALTER
EXECUTIVE COMMITTEE MEMBER



It's always a good time to join the Docklands Chamber of Commerce.

Need more money – Start with some curling – 6pm June 2

Come and celebrate the beginning of the cold season at O'Brien Arena. We've got ice skating lessons and curling starting from 6pm.

Even if you don't want to get on the ice, maybe have a laugh at those attempting. You need to check out the newly-renovated St Moritz Café, which overlooks both arenas and will provide the food and drinks for the evening.

From 7pm we will have the City of Melbourne representatives presenting all the latest opportunities, grants and funding available for businesses just like yours. This type of opportunity doesn't come around very often so change your plans for Thursday, June 2.

Ferries in the harbour

That's right, Docklands has a ferry service. Thanks to the investment of Port Phillip Ferries, you can now travel from Wyndham

Harbour at Werribee South to Docklands in a more relaxing and reliable way. Cruise to work with free Wi-Fi on the blue highway for less than the cost of parking your car.

How much could you get done with reduced stress knowing it will only take one hour and 15 minutes for the cruise to Docklands? Tickets are only \$20 return with fares discounted for the first eight weeks from May 16. Leave Wyndham at 6.40am and arrive at Docklands at 7.54am predictably, with no traffic delays.

The ferry seats 400 people with free parking at Wyndham Harbour. For more information go to www.portphillipferries.com.au

Getting more boats moving on Victoria Harbour (a chamber waterways event)

This important event was chaired by chamber president Joh Maxwell.

The Chamber really does appreciate the government providing speakers to talk about this vital issue.

Will Guthrie employed in the land policy area of government, spoke about the development of the Lower Yarra Future Directions Plan. Chris Hardman from Parks Victoria explained his role in the management and support for the government's direction to have boats on the water.

Kara O'Dwyer, the project manager for the ports and waterways, gave details of the waterways management and local port management reform while Alex Edney, senior manager from Parks Victoria in charge of events on the parks estate, bays and waterways, told us how they are streamlining event approvals on our waterways and also explained how the event approval processes work.

Adam Buchholtz, the waterways program manager, shared the vision for Docklands and, finally, Chris Chesterfield explained the Yarra River Protection Act and how it works.

Chris has been appointed by the State Government to oversee the Yarra River

Protection Act project and to make a series of recommendations via a ministerial advisory committee to provide input to the future management and planning environment for the entire 242 kms of the Yarra River.

The chamber is encouraged by the government's commitment to have one authority within two years to control Melbourne's waterways, so everyone can enjoy this valuable asset.

Join the chamber today and increase your profile!

The number one Docklands website is the perfect reason to join the Docklands Chamber of Commerce and connect your business to people with like minds who are actively encouraging the development of the Docklands community.

If you have anything you wish to share, or you want to join us simply email: admin@docklandsc.com.au or visit our website www.docklandsc.com.au



OWNERS CORPORATION LAW

With Tom Bacon

Tom Bacon is the principal lawyer of Strata Title Lawyers.
Tom@stratatitlelawyers.com.au

A box of chocolates

Owners' corporation committees are like a box of chocolates – you never know what you're going to get.

In the major newspapers, there seems to be a negative news story almost every day about the oversupply of apartments in Melbourne, or reasons why the capital values and rents for apartments will continue to fall, or the myriad of reasons why the banks won't issue mortgages for apartments in certain suburbs.

While I'm sure all of these articles and reports are most likely spot on, I'd like to point out that, for a growing number of persons, the decision to purchase an apartment is not simply an investment or a speculation.

For a growing slice of the market, people are buying themselves a home. A home for them to live in, and a home to raise a family in, or a home to escape family if downsizing, retiring

or moving in from the suburbs.

Owner-occupier rates through the Melbourne area are growing. While investors and "rent-vesters" still comprise the majority of purchasers in the apartment market, anecdotally I am seeing a large increase in the number of owners that simply wish to live and reside in their apartment, and enjoy the convenience and functionality of a life in the city.

And this growing population of owners expect and demand certain things and have high expectations – things such as a spotlessly clean and striking lobby and common property area, an engaging and deeply positive and personal relationship with their building manager and concierge,

higher quality security systems, regular communications with their committee and frequent upgrades to the common property. And they're willing to pay for it too. But this is going to lead to a divergence with the investors and rent-vesters (especially in a declining market).

The annual budgets and the quarterly fees are only going to trend upwards, while the capital values and rental yields may trend downwards slightly or remain static. There are rough seas ahead for many owners' corporations to pilot in the next two to three years.

In my view, the optimum way to traverse the storms will be to appoint wise and experienced managers with good

budgeting and financial acumen, ensure that committees are stable and to seek out committee members with a range of skills. The best committees have a mix of young and old, private sector and public sector working experience, men and women alike.

Committees will need to balance the needs of the investors to keep the annual fees and levies static, while meeting the needs of the owner-occupiers who desire personalised service and rigorous maintenance and upgrade of common property areas.

The buildings that are better at doing this will enhance their reputations and preserve and increase the value of their apartments, while the others will dwindle and fall behind. The gauntlet has been laid down. Sink or swim.



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AWAY FROM THE DESK

with Susie Williamson



NoodleGang 2016

A place to hide

Where can an introvert go?

Okay, I'll admit it (and I'm not ashamed to). I'm an introvert, a hermit - a loner, if you will. I hate small talk, I feel lost in a crowd and at parties I'm next to useless (which is why I never go to any, unless they're for my sprogs' friends - and even then I panic at the thought of having to socialise with the other parents). I get the sweats when a meeting gets scheduled in my calendar, I screen my calls and I can't network for the life of me.

Don't get me wrong, I'm usually fine in meetings once they've started (although I can't say I'm not happy when they finish) and, if pushed, I can make small talk with the best of them (it helps being able to share war stories about sprogs and/or supporting a woefully underachieving footy team - go Saints).

But I have to say that I'm much more comfortable hunkering down at my desk and just getting on with my work. I'm extremely lucky to have not only a job that doesn't rely on mingling with others (I'd be a terrible salesperson) but a bloody great team that accepts me for who I am and puts up with my quirks and foibles. There's even another introvert that I work closely with who completely gets me (a shout-out to my favourite Irishwoman).

So I'm relieved that Docklands - with its open spaces, waterfront and minimal foot traffic - is the perfect place for an introvert. Since I've started working here, it's been my aim to find a nook that I can curl up in at lunchtime where I can take a time out, read a book and re-energise. And, having always hidden in libraries as a kid, I was naturally drawn to the Library at The Dock.

As an introvert, I love reading. On my list of Things I Love to Do, it's probably right up there with watching cat videos on YouTube, eating bagels and paying out on my partner for being a Kiwi AND a Collingwood supporter.

I also love books. I'm talking the real thing too, not those grey electronic gadgets with no character or charm. Sure, I may need to carry

a separate bag on my commute into work just to tote the current brick I'm reading (a 1300-pager), but the book will survive if I drop it or pour coffee on it, and the pages smell really, really good.

Because I'm an avid book collector, I haven't stepped into a library since my high-school days (Kurt Cobain was still alive - that's how long ago we're talking). But in my quest to find a quiet retreat at lunchtime, I wandered into the Library at The Dock and fell instantly in love.

The first thing I noticed was how much the rules had changed. Not only were people talking in the library, but they were eating. Among the books! In full view of the librarians! I didn't hear a "shhhhhh" once. And some peeps were even PLAYING PING PONG. What was this strange, mystical place? There was even a noticeable lack of musty carpet smell that plagued libraries of my childhood.

Then I noticed the sleek, modern styling, the immaculately maintained books (with nary a food smudge or red-wine stain to be found), the recording studio and the gaming consoles. And did I tell you there's a café that makes a mighty mean ham, cheese and tomato toasted sandwich? Toto, we're not in Kansas anymore.

It wasn't hard for me to find my nook. The armchairs (of which there are plenty) are so comfy I've been known to nod off in them. And, if my ideal nook downstairs is taken I can always go upstairs and sit by the corner window (where admittedly not much reading gets done, but lots of people watching).

With its stacks of power outlets and its high-tech kids' section (there's an interactive projection on the floor!), it's certainly a library of the 21st century. But with its warm hardwood floors and cushy seats overlooking the water, it's the perfect haven for the 20th-century introvert in me.



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DOCKLANDS FASHION



Planning power for locals

Locals who wish to stay in tune with new developments in Docklands may be interested to discover that there is indeed a way to do so without having to endure tiring research.

While the service has been available since 2014, the City of Melbourne's (CoM) interactive development activity monitor is now easier to access than ever following a revamp of the council's website late last year.

The development activity monitor is part of an interactive mapping system, which was first introduced on the CoM website in 2011 and provides information on everything from historic maps to essential services.

By heading to the CoM's website, clicking on "City Maps" and "more", one can access the interactive development monitor, which provides up-to-date planning information on every site in the municipality.

Clicking on any individual site can reveal information into approved permit applications, planning controls as well as the site's history and area size.

A spokesperson for the City of Melbourne said that, while the maps were only updated twice a year, the activity monitor was amended regularly on a separate spreadsheet with latest information.

"The data is comprehensive and updated twice a year," the spokesperson said.

"The City of Melbourne's Smart City Office manages the development activity monitor and is responsible for keeping it up to date with the latest planning applications and decisions."



Sarah Smith, 33

Financial consultant

LOCATION: Bourke St.

DESCRIBE WHAT YOU ARE

WEARING: My typical work outfit, which is pretty much all from Portmans, with a blazer from Dangerfield.

WHAT IS YOUR FAVOURITE PIECE

OF CLOTHING: I love work clothes and stripy dresses.

WHAT BRINGS YOU TO THE

DOCKLANDS: I work here.

HOW WOULD YOU DESCRIBE

YOUR STYLE: Professional and simple.

WHAT MAKES A GOOD OUTFIT:

Presenting yourself well and being confident.

Cassie ReardIn, 21

Cosmetics product co-ordinator

LOCATION: Victoria Green.

DESCRIBE WHAT YOU ARE

WEARING: I'm wearing a jumper form Seed, a skirt from H&M and my boots are from Rubi Shoes.

WHAT IS YOUR FAVOURITE PIECE

OF CLOTHING: Probably coats..

WHAT BRINGS YOU TO THE

DOCKLANDS: My lunch break.

HOW WOULD YOU DESCRIBE

YOUR STYLE: Minimalist with intricate details.

WHAT MAKES A GOOD OUTFIT:

Comfort and layers are always good.

Yusi Susilawati, 39

Financial consultant

LOCATION: NewQuay.

DESCRIBE WHAT YOU ARE

WEARING: A pretty outfit for a day of shopping and sightseeing.

WHAT IS YOUR FAVOURITE PIECE

OF CLOTHING: Handbags.

WHAT BRINGS YOU TO THE

DOCKLANDS: I'm visiting from Indonesia.

HOW WOULD YOU DESCRIBE

YOUR STYLE: Elegant and stylish.

WHAT MAKES A GOOD OUTFIT:

A nice pair of shoes.



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Dr. Anne Dynon





Do we give too much? Or not enough ...

It is sometimes a precarious line between our empathetic drivers and our self-protective mechanisms that makes discerning between when you have given someone too much already, and when you just know there's no limits to how much you will give. Sometimes with little to no return, but that's not the point of giving, right?

I've been walking this line for the vast majority of my life. I guess you could say I'm a giver. I've always been empathetic, understanding and compassionate about what others are experiencing and feeling. To a point, of course (and, oh boy, watch out when I feel that line is truly crossed!). But it's the question of where that point sits, what constitutes crossing that line, that is of interest.

As a giver, I do constantly "feel" what it would be like to walk in another's shoes. Not that I sit there and imagine all their feelings, it's more automatic than that - I guess it's just more that I trust that what they're going through is worthy of understanding and a little bit more giving might just help.

I don't think about my own reserves, what is coming back to me or what I get out of it - if I trust that someone needs more empathy, understanding and compassion, well, I just tend to give it. And sometimes I'm wrong to do that.

And this is where the problem really begins. Well actually, this is more where the problem really reveals itself.

You see, I'm running out. Kind of running out of steam, emotionally and physically. I've drained myself and I realise in looking back that there have been very few people who have been giving to me.

It's certainly not a 'tit for tat' balance I'm speaking of, but a very serious self awareness that I am guilty of handing over in buckets my energy and support and when the chips are down, when I'm exhausted, when I'm struggling to find the joy and result of these actions - well, there's not really anyone there doing the same for me.

Let me give you an example. As you know,

I have a business in the wedding industry. I recently had a bride, who was quite ill. It was really heart wrenching knowing she was having such a hard time. She told me that she really loved my work, that this would be such a joy for her to be married in full glory of my product and so on and so forth.

I quoted this, and requoted that as she chopped and changed her mind. Indoors outdoors, day time, night time. All the red flags were going up, but I felt so much empathy I continued on. Anyway, after months of planning she has pulled the pin.

I knew she would, deep down. I just didn't have the heart to not support her, as her life was in such turmoil. I knew I was giving support to someone who needed it, but in the end it just didn't deliver anything for me but a loss of time and resources. Or did it?

I have lots of situations that are quite similar, but you get the picture. So I'm asking myself, "do I give too much?" Am I the person who never says no, am I the person who is hopelessly empathetic and can't construct clear boundaries. And do you know what I've realised? I absolutely am not.

I have looked at what I give, and to whom, and I am of the absolute conviction that you can't give too much. Sure, sometimes I wonder if it helped and certainly sometimes I'm exhausted as a result. But this is also the same "fuel" that propels me to work tirelessly with charity events, that sees me volunteer on committees and feeds my desire to make a difference.

These are the underlying core values that means my friends, my truest dearest friends, know deep in their hearts that no matter how busy I am I will drop everything to be there for them if they need it. They've

never abused that power, it is a bond that is special and lifelong. This is also the essence of who I am as a person, and how I love - unconditionally. Without reservation. And that's pretty powerful.

So do you know what I got out of the very ill-bride situation? I know that I was who I truly was - a giver - even in the face of no return. And that helps me sleep at night, knowing that I was true to myself.

So a woman may wonder if she is giving too much, and sometimes the answer is yes, we give too much to people who may not return it. But you know what? Isn't it better to be that person, the person you truly are even if it sometimes feels it's all being sucked up?

Believe in yourself - in your strength to keep giving and not let disappointments make

your heart bitter and limit your capacity to give and to love.

Women are the greatest nurturers and give so much love and compassion. What a woman wants is to be able to give without ever running out of steam, but what a woman needs to remember is that it is equally important to give herself that love and compassion as well.

So pour a glass of champagne, hop in a bubble-bath and congratulate yourself on just how wonderful you actually are! xx

Until next month.

Abby

Don't forget you can find me at life@docklandsnews.com.au

WHAT'S ON

COMMUNITY CALENDAR

JAN | FEB | MAR | APR | MAY | **JUN** | JUL | AUG | SEP | OCT | NOV | DEC

FOURTH THURSDAY OF THE MONTH
6PM - 7PM
LIBRARY AT THE DOCK
DOCKLANDS HISTORY GROUP
 Share a cuppa and stories with other local history enthusiasts and learn about people, places and industries from times gone by.

EVERY FRIDAY AND SUNDAY
THE JAMES HOTEL
LIVE MUSIC
 Live music at The James Hotel every Friday and Sunday night - free entry.
 Every Friday (starting June 19): Shameless
 Every Sunday: Stand and Deliver 80s tribute band, from 7.30pm

EVERY FRIDAY, SATURDAY AND SUNDAY
LE CIRQUE FINE FOODS
SAM KRISTY ON PIANO
 With a repertoire of over 6000 songs, Sam Kristy plays jazz, pop, swing, musical theatre, rock, classical, dance, disco and world music.

EVERY SUNDAY
SUNDAY WORSHIP
 City Light Methodist Church at St Peter the Mariner's Chapel.
 Mission to Seafarers, 717 Flinders St.
 11am English service
 5pm Chinese service 中文

EVERY SUNDAY FROM 10AM UNTIL 5PM
NEWQUAY PROMENADE
DOCKLANDS SUNDAY MARKET
 A variety market featuring arts and crafts, books and more. More info, ring **0412 910 496**



THURSDAY, JUN 9 - 1.10PM
LIBRARY AT THE DOCK
INVENTI ENSEMBLE: LUNCHTIME CLASSICS
 Flute and guitar. Inveni Ensemble is holding a series of free monthly lunchtime concerts at the library.



TUESDAYS 6PM - 7PM
GROOVE TRAIN
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2ND AND 4TH MONDAY OF THE MONTH AT 6.30 PM
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WEDNESDAY, JUNE 8 - FROM 7PM
CARGO RESTAURANT,
55 NEWQUAY PROMENADE, DOCKLANDS
DOCKLANDS SOCIAL CLUB
 Join other locals workers and residents for a monthly social gathering in a relaxed, informal setting. Come along for a drink or sit down for a meal. Everyone is welcome.

WEDNESDAYS 5.45PM-7PM
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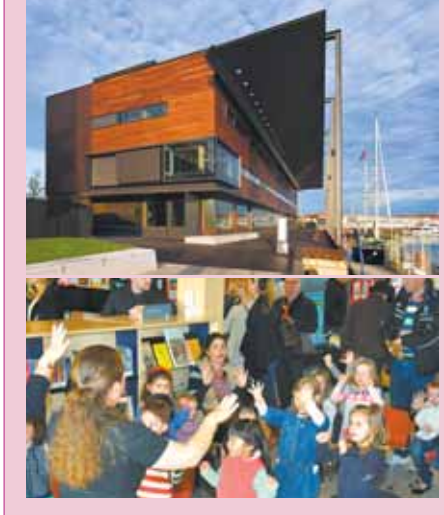
MONDAYS 11AM
THE HUB, 80 HARBOUR ESPLANADE
CHILD-FRIENDLY YOGA CLASS
 Come transform your mind and body while your children play. \$7 per class (45 mins). Limited spots, bookings necessary. Contact Prachi Nirvana Yoga on 0422 577 268.

LIBRARY AT THE DOCK
MELBOURNE SUNRISE PROBUS CLUB
 Probus Clubs for men and women over 50. Meet new friends, share interests and enjoy activities. Contact membership officer Sue at weddsuzanne@gmail.com

WEDNESDAYS 6.30PM TO 7.30PM
THE LIBRARY AT THE DOCK
ALCOHOLICS ANONYMOUS
 Docklands Daily Reflections group meets in meeting rooms two and three on level two.
VISIT AATIMES.ORG.AU FOR MORE INFORMATION.

LIBRARY AT THE DOCK - WEEKLY PROGRAMS

WEDNESDAYS AT 5.30PM AND SATURDAYS AT 8.30AM
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 Fridays at 10.30am
 Come and share the wonder of books with us. Enjoy 40-50 minutes of fun stories, songs, rhymes and activities with your three to five year olds.

STOMPERS
 Mondays at 10.30am
 Encourage your child to have a life-long love of books by coming along to Stompers, Melbourne Library Services weekly program for toddlers aged 18 months to three years.

SONGBIRDS
 Wednesdays at 10.30am
 Come along for songs, rhymes and stories to engage your budding book worm's mind and introduce them to the fun and rhythm of language. Suitable for babies and toddlers aged up to 18 months old.

CREATIVE KIDS AFTER SCHOOL CLUB
 Wednesdays 4.30pm to 5.30 pm.
 Ever wanted to 3D print your own superhero figurine? At the Creative Kids After School Club you can. Come hang out and create in our maker's space. Projects will include jewellery making, game design, paper crafts, comics and more.

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Medals galore for dragon boaters

Victorian paddlers did well in Adelaide recently when four major events were held.

Held in late March and early April, Victorian clubs participated in the Australian club versus club championships, state versus state competitions, the Asian Championships and the Club Crew World Championships (CCWC).

In the Australian club championships, Docklands-based clubs were in the top 10 in all the categories they raced in.

The Melbourne Flames won nine gold medals, two silver medals and three bronze medals. The Yarra River Dragons won one gold medal, two silver medals and a bronze medal, while the Dragon Masters won two silver medals.

In the state versus state competition, the Victorian team were represented by many Docklands-based teams such as the CYSM Sea Dragons, the Dragon Masters, the Melbourne Flames, the Southern Storm and the Yarra River Dragons.

Following selection trials and fitness testing, Victoria sent five teams to the championships to compete against other states – a premier team, senior B (aged 50+), senior C (aged 60+), a team from regional Victoria and, for the first time ever, a junior under-18 team.

In all of these categories there was a women's team, an open team and a mixed team, racing in heats and finals over a 200 metre and 500 metre course. The Victorian team was lucky to be coached by Serghei Cucsă, who is also the Australian Dragon



Boat Team coach.

Each of the teams competed in six finals with the following results:

Under 18	6 silver
Premier	4 gold; 2 silver
Senior B (over 50)	3 bronze
Senior C (over 60)	1 silver; 5 bronze
Regional Victoria	3 silver

The Australian dragon boat team, the Auroras, with representatives from

Melbourne Flames and the Yarra River Dragons, competed against 10 other countries, including China and the Philippines, to win five silvers and two bronze medals.

The Dragon Masters, Melbourne Flames and Yarra River Dragons qualified to compete in the CCWC, where the Melbourne Flames continued their strong effort over the two weeks, winning two gold medals, two silver medals and three bronze medals. The Dragon Masters, competing in their first CCWC, won two silver medals and a bronze

medal.

Not standing still

Not satisfied with the haul won in Adelaide, two teams from Docklands, the CYSM Sea Dragons and the Yarra River Dragons, are competing in the Hong Kong Dragon Boat Festival on Hong Kong's Victoria Harbour in early June and paddlers from the Melbourne Flames and Dragon Masters will travel to China with a group from the Albury Wodonga Warriors dragon boat team to take part in events across four Chinese cities celebrations held around June 9.



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