

# DOCKLANDS NEWS

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▲ Shane Scanlan at his home in Blackwood, with dog Doris.

Photo: John Tadigiri.

## So long, Scoop

Vale Shane Patrick Scanlan – 1958 to 2021

WORDS BY Sean Car  
OBITUARY

This newspaper's founding editor Shane "Scoop" Scanlan died suddenly at his home in Blackwood last month. He was 63 years old.

Shane truly was one of a kind. An "old soul" who immersed every ounce of himself into the art of journalism; from putting pen to paper right through to delivering the actual publication himself.

Whether it was by cargo bike, scooter or on foot, you could often spot him in his unmistakable Akubra doing the rounds in Docklands, with pen, notepad and camera at the ready.

To borrow a line from his close friend Doug Jarvis, Shane was "a bloodhound with the tail of a Labrador".

While his dogged desire for his next "scoop" was unrelenting, his passion for the Docklands community, and those who made it special, was unwavering.

And it was through this very community vehicle, *Docklands News*, into which he poured so much of himself, ever since its first edition in 2003.

Where others threw stones at Docklands, Shane never missed the opportunity to staunchly advocate on its behalf.

Never was there any fear in creating a bit of havoc, or treading on a few toes, so long as it meant getting things done for the ever-evolving Docklands community.

And through his passion and love for Docklands, he's had a profound impact on so many people's lives – more than he ever could have imagined.

It was a passion he would carry over to neighbouring communities, in Southbank and the CBD, right up until his retirement two years ago.

Across the city, and indeed right throughout far wider circles, there will be people feeling the shock of his loss for some time, but none more so than his wife Louise, his boys Patrick, Ryan, Courtney and Clancy, and his entire family, to whom we send all of our love.

But while we will forever miss his presence, it's important we can celebrate the life that was, and the legacy he leaves behind; a legacy continued through this very newspaper.

As a friend and a mentor, few have had a more profound impact on my life and I'll forever miss having him in my corner.

So long, Scoop. Thank you for everything ●



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# Firelight Festival to return

WORDS BY *Sean Car*  
EVENTS

Firelight Festival will return to Docklands in June with a record investment of \$1.85 million, including \$850,000 from the Victorian Government to extend the event from three to five nights, after the event was cancelled in 2020 due to COVID-19.

The announcement was part of a \$21.5 million investment in major events included in the City of Melbourne's 2021-22 budget revealed on May 25.

Pending COVID restrictions, the council said that the extended event would transform Docklands with flame jets, fire twirlers and flaming sculptures between 5.30pm and 10.30pm each night from Wednesday, June 30 to Sunday, July 4.

"In 2019 Firelight Festival attracted 75,000 people to Docklands and provided a huge boost for our municipality with \$4 million in economic impact," Lord Mayor Sally Capp said.

"Firelight Festival's return is a light at the end of the tunnel for Docklands businesses that have been trading under incredibly tough conditions and need the boost in visitation that Firelight Festival will bring."

"Events will be a major driver of our city's economic recovery and this funding supports jobs in a sector that was one of the hardest hit by the pandemic."

Other city events funded as part of the council's latest budget include the Christmas Festival, New Year's Eve, Moomba, Melbourne Fashion Week, Melbourne Knowledge Week and Melbourne Music Week.

A further \$2 million has been allocated to the Event Partnership Program to support localised events.

The joint \$200 million Melbourne City Revitalisation Fund in partnership with the Victorian Government will contribute to boosting events and cultural sectors during the next two years.



City activation portfolio lead Cr Roshena Campbell said events would be critical to the city's economic recovery.

"Our pedestrian data shows people flock to the city for our major events and they play a critical role in supporting local businesses and creating jobs," Cr Campbell said.

"Melbourne is one of the world's most liveable cities and investing in top-tier events makes our city a better place for residents, workers, visitors and local businesses."

While the news of a return and expansion of the Firelight Festival is welcome news for Docklands, the community continues to await information regarding more permanent and ongoing activations outlined in Development Victoria's Docklands Activation Strategy.

Alto Cibus – the company charged with creating the strategy – began its process last year during the height of the pandemic and the strategy's release for public consultation was originally expected to occur in December.

But *Docklands News* understands that the strategy is still with State Cabinet, as the government awaits the outcome of the ongoing legal battle between Development Victoria and



*Firelight Festival's return is a light at the end of the tunnel for Docklands businesses that have been trading under incredibly tough conditions and need the boost in visitation that Firelight Festival will bring.*



the tenants of Central Pier regarding the pier's 2019 closure.

City of Melbourne councillors have also yet to be briefed on the strategy •

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# It's time to level with us about "zombie bridges"

WORDS BY *Sean Car*  
TRANSPORT

The Port of Melbourne (PoM) has reiterated its desire for a low freight bridge in front of the Bolte Bridge connecting the port's disparate parts, which local residents and businesses have long argued would kill the viability of Docklands.

It comes amid a \$2 billion funding commitment in the federal budget for initial investment in a new Melbourne Intermodal Terminal, which PoM CEO Brendan Rourke said was a "positive" step in connecting Melbourne's port to inland rail.

This was followed by the Victorian state budget, which didn't provide an answer to the question that has long-plagued Yarra's Edge residents as to whether the proposed tram bridge to Fishermans Bend would be constructed.

Previously described by Melbourne Passenger Boating Association president Jeff Gordon as "zombies" which "just keep coming back", the freight and tram bridges together shape to significantly impact Docklands by blocking off boat access to the harbour.

Mr Rourke said that the federal government's funding, together with a freight link connecting Webb and Swanson Docks which would see a six- to eight-metre-high bridge constructed adjacent to the Bolte Bridge, were "essential" in meeting the long terms needs of the PoM.

"Connection of Inland Rail to the port, including a direct freight connection to Webb Dock, is essential to meeting the long term demands of consumers and business," Mr Rourke told *Docklands News*.

"PoM is also investing more than \$125 million in the Port Rail Transformation Project in the Swanson Dock precinct to increase port rail capacity."

The PoM's 2050 Port Development Strategy, released in October last year, also includes the development of a Webb Dock freight link, which it stated was "crucial to container



trade" and that it would be working with the state government to deliver it by 2030. "Projects like the Webb Dock North container terminal and Webb Dock freight link could take up to 13 years to develop and deliver. Work on these projects needs to commence now to ensure the required infrastructure is ready when needed to support the future trade demand," the strategy states.

While the state government's 2018 Fishermans Bend framework references a "potential future elevated freight route road/rail corridor", Minister for Transport Infrastructure Jacinta Allan refused to confirm the government's interest when asked last month.

But *Docklands News* understands that the Port of Melbourne has recently met with senior figures within state government and the City of Melbourne as it continues its efforts to get the freight link over the line.

The eight-metre-off-the-water bridge has been haunting Docklands almost from its inception when the Port of Melbourne lost the rail connection which used to travel up Lorimer St and Footscray Rd (now Harbour Esplanade).

The port has been advocating for the bridge to move freight between an expanding Webb Dock and its major railway connections on the Swanson/Appleton/Dynon side of its

operation.

Public outcry from Docklanders successfully killed off the concept in 2012 when Coalition Minister for Ports Denis Napthine officially ruled it out.

The Premier of the day, Ted Baillieu, explained that the expansion at Webb Dock was an interim measure while the Port of Hastings was brought on stream. But the Andrews Labor Government has since scuttled the Hastings expansion plan and is proceeding with renewed energy at Webb Dock at the mouth of the Yarra River.

The low rail bridge concept first reappeared in the new Fishermans Bend Framework document, which was released by the state government in October 2017.

Yarra Resident Action Group chairman Keith Sutherland said it was time for the state government to level with the community about its intentions.

"We would like to know at what stage the planning of a low-level freight bridge adjoining Bolte Bridge is at. We believe there are ongoing discussions taking place and the disappointing feature of this is the secrecy elements with powerful interests involved," he said.

Docklands Chamber of Commerce president Johanna Maxwell has long expressed her concerns regarding the freight bridge, saying the proposal would devastate Docklands by "closing off our magnificent waterway".

Meanwhile the recent state budget, which included \$15 million to "progress planning for longer term transport links" to Fishermans Bend, included nothing on the state government's preferred route for a tram to the precinct. This was despite including \$179.4 million to transform the former General Motors Holden site into an innovation hub, of which the University of Melbourne has already invested in for a new engineering and design campus.

While having spent \$4.5 million during the past two years for a business case and "pre-construction works" on a tram route to the

precinct, the state government has again failed to reveal whether it will pursue a tram bridge from Collins Landing to Yarra's Edge.

With the tram route over the Yarra River already in the planning scheme, many within government believe the favoured route will remain in place. However, the state government maintained as recently as last year that all options were being explored.

A government spokesperson said part of the \$15 million was for progressing planning and development of transport connection, as well as "more frequent bus services".

"With an eye on the future, we're investing under the Victorian State Budget 2021/22 to investigate how we can best serve this precinct and continue to progress our planning and development work. This is to ensure we can meet transport needs for decades to come," the spokesperson said.

"This budget also invests in more frequent bus services on routes 235 and 237 to improve access between Fishermans Bend and the CBD. Planning work to improve these routes will begin soon."

Mr Sutherland has pleaded with Minister Allan and Minister for Planning Richard Wynne to meet with residents and end the uncertainty.

"No more secrecy, we deserve better," he said.

"As a group we have not lost the passion or the desire for a sensible outcome but have backed off as the Andrews Government, which has had enough on its plate dealing with the problems of COVID-19 and the Metro development. But enough time has elapsed and the several thousand residents in Docklands and the Yarra's Edge precinct deserve answers."

"We have been promised dialogue, but we can't even get a reply from relevant decision makers to emails." "It shouldn't be that hard when this ridiculous tram bridge has been on the drawing board for more than eight years, which also means uncertainty for residents and boat owners." ●



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# Development Victoria welcomes a new face to Docklands

WORDS BY *Sean Car*  
PLANNING

Docklands custodian Development Victoria (DV) has recently made a new appointment to the role of senior development director, with Niall Cunningham to play a crucial part in overseeing the precinct's recovery from COVID-19.

The Irish-born chartered engineer takes over the Docklands portfolio at DV from his predecessor of 10 years Ronan Mellan, who will work alongside Niall as senior development director focusing on neighbouring precincts in Arden and Fishermans Bend.

Mr Cunningham is no stranger to Docklands having worked with DV as a consultant in his previous roles with civil engineering firm WSP and he has forged a career spanning more than 20 years in master planning and delivering precincts.

Having "always been driven by passion", he described the opportunity to help shape the next era in Docklands as a "no-brainer".

"If someone was to hand me a sheet of paper and [ask me to] write what your ideal next role would be, it wouldn't be much different than what was on the page for this particular role. So, it was a bit of a no-brainer," he told *Docklands News*.

"It was about that ability to come in and give my experience I guess, and skills in terms of what I've done in the past. I've worked on a range of different precinct scale projects that are regeneration and revitalisation projects predominantly in inner urban areas."

"That is the work I'm passionate about and I'm working with stakeholders and communities and that's the stuff that gets me out of bed in the morning."

And while he hasn't been in the role for long, getting out and engaging with the Docklands community is exactly what he has been doing to date.

More importantly, he said he had wasted no time in making it a central focus of his team to



▲ Niall Cunningham (left) with DV's group head, precincts Geoff Ward (right).

spend as much time in the precinct as possible.

"There's no point talking about Docklands in abstract, it's important to be down there and among it and really getting a feel for it," he said. "We're spending quite a bit of time down there."

"From the get go, to be honest, I've been out and about meeting various different representative groups and partners that we work with down there. It's really important to get those perspectives."

With Melbourne being the most adversely impacted city in Australia from the pandemic, Docklands represents one of the nation's hardest hit suburbs and the recent snap lockdowns in May have added further strain on efforts to rebuild.

In working hand-in-hand with the community and the City of Melbourne, the challenge for Niall and his team in the first instance will be to reactivate the precinct and reposition

Docklands as a destination.

While early initiatives, such as DV's recent support of the Docklands Chamber of Commerce's Docklands Dollars initiative, have already proven a success, it's the ongoing developments and activations that will determine the speed of the recovery.

And according to Niall, there was no greater opportunity in the short term than the revival of Central Pier and he said DV was looking forward to consulting the community as to what the next 10 to 30 years in Docklands should look like.

"Interestingly, the *Docklands Act* (1991) is 30 years old this year right so we've been on a journey for 30 years, but we're still on the journey. I think there has been some great community infrastructure built in that time," he said.

"In the short term, activation is obviously key and it's not solely about what Development

Victoria thinks but actually, what's the community's view?"

"The budget funding for Central Pier is really the next step. But the first step for us, is to get out to the community and do some consultation."

"Rather than me telling you what the solution is I'd be saying to you we're going to go out to the community and we're going to talk to key stakeholders and actually get their views about the next 10, 20, 30 years in Docklands. What does it look like to you? What are the things that are great? What does that brand look like? So really, we're in listening mode to begin with."

With a suite of major projects still in the pipeline, including the redevelopment of Marvel Stadium, Harbour Esplanade, Greenline and major developments throughout Docklands, Niall said it was great to see some "strong headwinds".

With a great legacy paved by Ronan Mellan before him, he said he was excited about the challenge of stitching all of these projects together by providing the "development glue" and leveraging the many great opportunities Docklands had coming.

"All of those schemes, it's just fantastic that we're talking about development pushing on in what are some really challenging times. I think Melbourne has done better than most globally in enduring the pandemic," he said.

"So, really DV's role is how we kind of stitch all of that together and the key focus for us now is on Central Pier and that waterfront, which I think is a key piece of glue in the middle of all of those projects." ●



Sean Car

EDITOR

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# RECYCLING ORGANIC WASTE



We're reducing waste going to landfill with our new weekly food and garden waste collection

Put food and garden waste to good use with the City of Melbourne's new organic waste collection. Coffee grounds, banana peels, even lawn clippings can all be composted to benefit Melbourne's parks and gardens.

We've listened to the community's concerns around recycling and from June we are introducing a food and garden organic waste collection service - an important step in addressing climate change impacts. We'll begin by supplying more than 9000 single-unit properties and single-storey apartment blocks with new food and garden organic waste bins.

Increased recycling will help us reduce emissions citywide, and bring us closer to a circular economy, which aims to eliminate waste by reusing and recycling resources.

Organic material disposed of in landfill also generates methane, a gas that has a climate change impact 25 times greater than carbon dioxide. That's why it's important we process this organic material differently.

From June, residents in single unit properties, such as a house or townhouse, and single storey apartment blocks of fewer than 30 dwellings will receive:

- A new lime green-lidded food and garden organic waste wheelie bin (120-litre)
- a kitchen caddy for collection of food scraps
- a roll of 52 compostable caddy liners to avoid bin odours.

This will be a staged approach, and we'll work with the community to find innovative ways to offer this service to multiple level apartment buildings and highrise Melbourne.

## COLLECTIONS FREQUENCY

Did you know most 240L recycling bins collected with the current weekly service are only half-full?

With this data, when households receive a food and garden organic waste wheelie bin, there will also be improvements to their overall kerbside collection service - recycling collection will shift to fortnightly.

Any household with a smaller bin will be able to upgrade their recycling bin to 240L.

For more information, visit [melbourne.vic.gov.au/foodgardenwaste](https://melbourne.vic.gov.au/foodgardenwaste)

## IN-BRIEF

### NO MORE LIBRARY FINES

In good news for library users, City of Melbourne libraries will no longer fine people for overdue items. During last year's lockdowns all library fines were put on hold - and this will continue indefinitely to make sure everyone in the community can enjoy our library services. All borrowers are encouraged to continue to return items by the return date.

### DREAM FACTORY

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### CITY BATHS RESTORED

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Information and events in this publication are current at the time of printing. Subsequent changes may occur.

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## OLDER PEOPLE CONNECT

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Syme Library and Community Centre (251 Faraday Street, Melbourne). No prior experience necessary and all abilities welcome.

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Experience the health benefits of Tai Chi

# New vision for City Harbour revealed

WORDS BY *Sean Car*  
PLANNING

A new central park, reduced traffic and connections to surrounding precincts are at the forefront of a new master plan for the rebranded City Harbour precinct.

Previously known as Digital Harbour, the block bound by Dudley St, Harbour Esplanade, Latrobe St and Wurundjeri Way is in many ways the conduit between the CBD, Docklands and neighbouring urban renewal projects in E-Gate and Arden.

The new name “City Harbour” repositions the precinct to realise that ambition, and its developers have now submitted a new development plan to the state government for consideration.

With the plan seeking significant changes to the previously approved development plan from 2011, City Harbour’s Guy Taylor told *Docklands News* that the new vision had been designed to focus on the “user’s amenity and experience”.

“It [City Harbour] will be a connected community that promotes activity and wellbeing,” he said. “It will do this by reducing traffic, increasing public open space and providing a future connection to the E-Gate and Arden Precincts. City Harbour’s new master plan will prioritise people.”

City Harbour’s new plans provide for a large “Central Park” at the heart of the precinct that will be complemented by a “North Grounds” park near Dudley St, which will provide the future link to the E-Gate and Arden precincts.

With a 50 per cent reduction in road area and 30 per cent increase in park areas, the new master plan proposes three new commercial buildings at 50 Digital Drive, 240 Harbour Esplanade and 220-230 Harbour Esplanade.

This is in addition to a proposed commercial tower at 30-40 Digital Drive, located next to the Melbourne Water building at 990 Latrobe St, which is currently before the Minister for Planning for approval.



Poly Australia’s currently under-construction 23-storey project at 1000 Latrobe St is due to open this year, and will feature A-grade commercial space and a new food court facing the NBN building in the middle of the precinct. Border Force’s car parking facilities will be moved underneath 1000 Latrobe once the building is completed, paving the way for the redevelopment of 30-40 Digital Drive.

The precinct also already includes Customs House at the corner of Latrobe St and Harbour Esplanade, and the LifeLab building at 198 Harbour Esplanade.

Development Victoria also owns a portion of land in the centre of the precinct, which *Docklands News* understands is flagged for a potential new residential development.

Mr Taylor said all of City Harbour’s new

buildings would address the new Central Park, with the reconfiguration of roads all aimed at removing vehicles from the precinct as much as possible to make it more pedestrian-focused.

“The precinct will provide a blend of soft landscapes with shared spaces that seamlessly connect to the new proposed buildings,” he said.

Under the plans, Digital Drive will be transformed into a “calm” and “seamless” environment with a turning circle abutting the new northern park. A culinary “urban lane” is also proposed to offer a range of dining experiences and activations.

With commercial offices offering larger floor plates opening onto open space, Mr Taylor said the emphasis of “bringing the parks up into the building” provided a unique and rare proposition to larger corporates at the edge of the CBD ●

“

*City Harbour’s new master plan will prioritise people.*

”

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# Baking the world a better place

WORDS BY *Matt Harvey*  
 PHOTOGRAPHY BY *John Tadigiri*  
 COMMUNITY

When news of the COVID crisis in India reached Tamara D’Mello, she knew she couldn’t stand by and do nothing; she knew the key to raising dough was through people’s stomachs.

Taking to social media, the Docklands resident summoned the power of small communities to support each other and will host a bake sale on Saturday, June 12 at 897 Collins St, with proceeds raised going towards the fight against COVID in India.

“I kept hearing in shops about India and the Prime Minister and how badly it’s being managed. I thought as a community it might be something everyone is interested in doing, helping in some small way,” Ms D’Mello said.

From this frustration a group of local residents Rose Mercer, Karen Clarke, Faye Cowling joined Ms D’Mello to rally the support of local businesses and the community.

Initially people expressed concern that due to corruption in India the money would not get to where it can do good, but Ms D’Mello said if you take the approach of “everything is broken” then nothing gets done.

While most people had heard about the ongoing oxygen crisis due to media coverage the needs of smaller communities are often overlooked when a crisis develops.

“It was quite hard to select an organisation to donate to. You really have to understand what’s happening on the ground and who’s doing good work on the ground,” she said.

Ms D’Mello turned to family and friends in India to find the right community to support, eventually landing on not-for-profit organisation Hasiru Dala.

Hasiru Dala has a long history of collaborating with the local community having been around for around 10 years and have a good track record in the local community.

“Hasiru Dala, it translates to Green Force,



they’re basically a sustainability organisation and that’s why they work with waste pickers,” Ms D’Mello said.

The waste pickers are scavengers; they hunt through garbage and find whatever can be recycled selling glass, metal, and scrap.

“By the nature of the work they do they are out there in garbage with no protection, they’re very poor, most of them are women and children,” she said.

“They certainly don’t have PPE or anything like that. Many of them do not have access to private bathrooms, they live in these slums, they have communal bathrooms, a bar of soap is luxury for these people, a lockdown would be a luxury.”

Local developer Lendlease has offered a space in Docklands to house the bake sale and businesses like Café Bambino, Barry Plant and

“

*I thought as a community it might be something everyone is interested in doing, helping in some small way.*

”

Gowrie have started donating and showing support.

“My parents are in Bangalore and my sister and my family are in Bangalore, but we didn’t select the organisation because they are Bangalore-based. But it does feel nice for me that the money will go to a part of India I am familiar with,” Ms D’Mello said.

The bake sale will take place at 897 Collins St on Saturday, June 12 from 10.30am to 3pm. More information can be found at [whatson.melbourne.vic.gov.au/things-to-do](http://whatson.melbourne.vic.gov.au/things-to-do) ●

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# Funding for waterways, but charter boats aren't happy

WORDS BY *Sean Car*

PHOTOGRAPHY BY *John Tadigiri*

WATERWAYS

A \$3.3 million investment into Docklands' waterways by the City of Melbourne as part of its recent council budget has only fuelled further anger from charter boat operators over being pushed out of Victoria Harbour.

As part of its budget announced on May 25, the council said it would invest more than \$3.3 million into projects that activated and enhanced Docklands' waterways, which included \$1.9 million to replace the large vessels berth at Melbourne City Marina.

"This will allow ships to dock for public displays, which have in the past included Border Force and Sea Shepherd vessels, and Tall Ships Victoria," Lord Mayor Sally Capp said.

The Lord Mayor said the infrastructure would help realise the potential of the Docklands waterfront for residents, businesses and visitors by creating more recreational opportunities in the Victoria Harbour precinct.

"We want to increase opportunities for boating, fishing and kayaking in Docklands and make better use of the magnificent Victoria Harbour and the Yarra-Birrarung," Cr Capp said.

"For too long our city has turned its back on its waterways but this investment is an important early step to bringing these areas to life."

But while the funding for waterways is welcome news for Docklands, commercial boat operators have slammed plans to make Australia Wharf the home of Docklands' charter boat fleet.

The Lord Mayor said the council would invest \$864,200 towards the two-year \$1.3 million project as part of its 2021-22 budget.

"Charter boat operators are passionate and professional companies that can cater to around 950,000 passengers a year. Investing in these facilities creates jobs during construction but also provides ongoing opportunities for local businesses," the Lord Mayor said.

"We want to protect residential peace and amenity while maximising water transport, tourism and the maritime heritage of Docklands."

But Melbourne Passenger Boating Association (MPBA) president Jeff Gordon said commercial operators, as well as local residents living along Australia Wharf, had long been against the move.

In January, Development Victoria put a tender out for a new hub for ferry and boat operators in Victoria Harbour at Wharf 8, which is currently home to the Port Phillip Ferries glasshouse and *Cow Up A Tree* sculpture.

The closure of Central Pier in 2019, berthing



▲ The future home for Docklands charter vessels at Australia Wharf.

*We have consistently held the view that the plan to make our home berths at Australia Wharf in the Yarra, only five metres in front of proposed residential towers, is a recipe for disaster.*



for passenger boats has become scarce and Mr Gordon told *Docklands News* that operators had long pushed their case to remain in Victoria Harbour at Harbour Esplanade, but had been "squeezed out" for private interests.

"We have consistently held the view that the plan to make our home berths at Australia Wharf in the Yarra, only five metres in front of proposed residential towers, is a recipe for disaster," he said.

"Other than a poor outcome for the apartment owners, the depth of water in front of the proposed Australia Wharf is considered too shallow and the contaminated mud will need constant dredging."

"The MPBA believes the only proper home berth for the larger vessels is in front of Marvel Stadium, away from residential towers and close to public transport."

"Currently, despite putting our own plan forward, for berthing on Harbour Esplanade, only one option is being considered, with one ferry operator being asked to put his plans to Development Victoria, excluding the passenger

boats of Melbourne."

"It seems if you have the money and government connections you can get an annual government subsidy to run ferries as well as get your choice of berthing in this prime location."

Mr Gordon said operators were also limping along on month-to-month licenses, adding to the uncertainty for their businesses during COVID-19.

"If the City of Melbourne truly wanted to support the passenger boats of Melbourne, and save money in the process, they should offer leased berths on Harbour Esplanade close to amenities that suit our business model and where we can be seen, and not push us out of Victoria Harbour, which has been our home for more than 20 years," he said.

Australia Wharf was previously owned by Development Victoria, which after some remedial repairs at nearby Collins Landing late last year, transferred the asset to the City of Melbourne.

Noise, litter, disruption and loss of property value are among some issues raised by local

residents living at the wharf in response to the proposed charter boat hub near their homes.

"There's nothing in it for the residents," resident Bill Modos told *Docklands News*.

The council's \$3.3 million funding for waterways also includes \$165,000 for lockable storage for kayaks and fishing equipment at Victoria Harbour, as well as \$300,000 towards a marine operations precinct in the Bolte West Precinct.

The Bolte West site owned by Development Victoria has long been touted for proposed maritime and community facilities and was nominated by the council in April for heritage protection as part of its Fishermans Bend Heritage Review.

The council said its funding contribution towards the marine operations precinct would help create a staging area for water events, create a launching area for small yachts and barges for the clean ups of spills.

A further \$166,000 will be invested in general maintenance of the council's waterways infrastructure ●

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# Ribbons of Remembrance at Docklands Primary School

WORDS BY *Brendan Rees*  
 PHOTOGRAPHY BY *John Tadigiri*  
 COMMUNITY

Students, parents, and teachers of Docklands Primary School have gathered in solidarity to remember friends and loved ones in India who have tragically lost their lives to coronavirus.

Hundreds of colourful ribbons were tied to the school's fence on May 25 in a symbol of care and support for victims and those suffering in India where the devastating second wave of COVID-19 has claimed the lives of more than 300,000 people.

More than 100 people including Lord Mayor Sally Capp attended the moving ceremony called Ribbons of Remembrance where a morning tea sponsored by local businesses was also held.

One of the organisers and school parent Samba Murthy Nagidi said the initiative was greatly received and praised the community's support.

He said many families in the Docklands community, including his, had been impacted by the crippling crisis in India.

"We just wanted to remember someone who they have separated from," he said.

"There are many families who have been impacted and who we have lost," he said, adding "a lot of families have come together for their support."

"[It's] extremely devastating in India. We wanted to stand up and conduct some moral support to all the families."

School principal Adam Bright said it had been a "really humbling experience".

"The kids have really got behind it and they're tying ribbons around the fence every morning," he said.

"Our families wanted to do something to symbolise our community behind them, to show the families that we're here for them and that we care for them, and we're thinking of them."

"The parents came up with the initiative and the school 100 per cent backed it."

"We ended up with one of our parents purchasing all the ribbons herself, and spending nights cutting them into the right lengths."

"Another parent who runs a digital marketing group put together a video that's gone up on our Facebook page."

"We've had lots of families come to us and say how appreciative they are of the event, and the way they feel supported."

The public art piece will run until June 22 with members of the public invited to join the community in tying a ribbon to the school fence.

Mr Nagidi told *Docklands News* the situation in India was "heartbreaking" after three of his relatives caught the virus and tragically died.

"Two of my cousins are still being hospitalised and still being treated," he said, adding that one was fighting for life.

Mr Nagidi, who was born in India and arrived in Australia in 2016, said he had heard of friends also succumbing to COVID in the country's latest surge.



▲ Students and parents tie their ribbons on the front fence of Docklands Primary School last month.



▲ Lord Mayor Sally Capp ties a ribbon.



"I'm so sad. I have to pray that nothing is going to happen. But it doesn't look like it's going to end because every time I hear of a new variant."

"Many people cannot get oxygen on time because of the dire situation."

The Docklands resident said that he was grateful to have flown his family and two children aged six and 17 months to Australia last March to stay as permanent residents.

But he now felt a sense of guilt as his parents and other family and friends hunkered down in their homes in India.

"They're really scared," he said, with his father, 65, mother, 58, staying at home in western India in a city called Bhimavaram and in a fortunate position to buy food.

For others, he said, "it's devastating and heartbreaking".

"It's finding a bed in a hospital is extremely tough, people are queuing outside the hospitals."

People have died waiting for beds with a severe shortage of emergency supplies, oxygen, and ventilators.

According to India's Health Ministry, each village must have an adequate number of pulse oximeters and thermometers to monitor the oxygen of COVID patients.

Mr Nagidi said while his mother-in-law, who had caught the virus was lucky to be "out of danger" and recovering at home, his aunt, uncle, and brother-in-law's mother who were all infected had died.

"We tried to get a hospital bed but we couldn't," he said of his aunt aged in her 70s. After she developed a fever "she was told to isolate, but while under medication she passed away" within a week.

Mr Nagidi's uncle, who was a former state minister, also had a fever but despite him being placed in a prestigious hospital, "even then he could not survive".

He added his brother-in-law's mother, who had a heart condition, also had a fever and died within three to four days of experiencing symptoms about six months ago.

"I'm helpless because I'm here and then I could not reach out to my family," he said.

"I wish I could bring my family here and have peace of mind."

"I do want to take care of my parents but the question is if I'm able to go back will I be able to go back. I have a job and to take care of things here financially."

Mr Nagidi, who works at NAB as a business analyst after studying at university in India, said he had begun raising funds with friends called Helping Hands to support the people of India.

He said between 700 and 1000 meals per day were being distributed to communities, which he described as the "best we can do" from nearly 10,000 km away.

Meanwhile, Docklands Primary School has encouraged people wishing to help to donate to Medecins Sans Frontieres (Doctors Without Borders) or a charity of their choice ●

*"Our families wanted to do something to symbolise our community behind them, to show the families that we're here for them and that we care for them, and we're thinking of them."*



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# Demolition of Central Pier presses ahead

WORDS BY *Sean Car*  
 PHOTOGRAPHY BY *John Tadigiri*  
 PLANNING

The first chapter of a long-awaited revival of Central Pier has been given hope, with the state government including \$3 million in its recent budget for a concept design and business case for demolition and redevelopment.

With the pier's closure resulting in an annual loss of more than a million visitors to Docklands, the government's funding commitment is an important first step towards determining its future uses as the precinct looks to bounce back from COVID-19.

The pier's owner Development Victoria announced in December last year that it had put in an application to Heritage Victoria to demolish the disconnected western tip of the pier, while putting out a tender for the demolition works at the same time.

A spokesperson for Heritage Victoria told *Docklands News* last month that it was still assessing the application and "a determination is expected soon".

In the meantime, Group Head, Precincts at Development Victoria Geoff Ward said it was currently preparing to embark on a community engagement process on the pier in the second half of this year.

"We're developing a plan for extensive stakeholder and community consultation on the redevelopment of Central Pier – and continue to progress planning and design works to develop future plans for the pier," he said.

"The consultation is an important next step in the redevelopment process, with a view to creating a vision for Victoria Harbour and Central Pier as part of Docklands' continued development."

"We are waiting for approval from Heritage Victoria to remove the western tip of Central Pier – pending that approval we hope to commence works later this year."



The western tip, as well as the pier itself, requires heritage approval for any proposed remediation or demolition works to be carried out. Under the *Heritage Act 2017* the executive director of Heritage Victoria is required to consider various matters in determining a permit application for any such works. This includes:

- how the proposal would affect the cultural heritage significance of the place.
- how the refusal of the application would affect the reasonable or economic use of the place.
- any submissions received.

In this month's *Maritime* column on page 17, Melbourne Maritime Heritage Network (MMHN) chair and former councillor Jackie Watts said Development Victoria still had a "fixation on demolition", despite having other

options at its disposal.

"There is still a fixation on demolition, despite irrefutable evidence that expertise exists to completely restore Central Pier. Development Victoria deserves no kudos whatsoever for neglect of the pier thus far. The agenda is unfathomable!" she said.

"Before squandering yet more valuable heritage infrastructure, MMHN recommends that Development Victoria consider examples of successful pier maintenance and restoration elsewhere around Victoria."

"Further destruction of the very pier that Development Victoria cut in half and seems intent on demolishing further. The Central Pier site, a State public 'asset', is simply too valuable to waste. The future lies with Heritage Victoria."



*Before squandering yet more valuable heritage infrastructure, MMHN recommends that Development Victoria consider examples of successful pier maintenance and restoration elsewhere around Victoria.*



While public consultation on the future uses of the pier is yet to begin, MMHN has long advocated for Central Pier to house a Maritime Experiential Centre – a permanent attraction showcasing – Melbourne's maritime heritage, industry and trade.

This would complement the current work being carried out by the council and the state government for a future maritime hub at the Mission to Seafarers building on Flinders St, focusing more on seafarers' services, heritage and industry.

The issue regarding the pier's sudden closure in 2019 due to safety concerns remains at that the centre of an ongoing legal battle between the tenants of Central Pier and its anchor tenant Atlantic Group, who have sought \$100 million in damages from Development Victoria. ●



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▲ From left to right: Russel Howcroft, Kate Marks (CEO Ausfilm), Caroline Pitcher (CEO Film Victoria), David Appelbaum (Creator and Showrunner), Minister Pearson, Minister Fletcher, Matt Vitins (COO Matchbox), Richard Ross (SVP Production – NBCUniversal). Photo: Film Victoria.

## Docklands the quay to restarting filming in Victoria

WORDS BY *Matt Harvey*  
ARTS & CULTURE

Hollywood drama came to Melbourne last month as scenes for NBC's *La Brea* began filming in NewQuay. *La Brea* is the biggest international television series to film in Victoria since HBO's *The Pacific* in 2010 and last month it found its first home at developer MAB's vacant NewQuay West site on Docklands Drive.

Nearby Bay St in Port Melbourne was also used as a filming location for the new high-end Universal Television series, with production overseen by Matchbox Pictures (*Clickbait*, *Stateless*).

*La Brea* follows a family's desperate survival after they are separated by a colossal sinkhole that suddenly appears and wreaks havoc in the city.

Minister for Creative Industries Danny Pearson said the project was expected to inject more than \$60 million into the Victorian economy, creating jobs for 290 local cast and crew members, and work for around 295 local businesses.

"After a challenging year, our screen industry is well and truly back with a strong pipeline of projects now shooting across the state with more projects on the way, supporting Victorian jobs and talent," Minister for Creative Industries Danny Pearson said.

"We have a long-standing relationship with NBCUniversal and we warmly welcome them back to Melbourne with their series *La Brea*."

The production secured funding through the Victorian Screen Incentive (VSI) and the Federal Location Incentive (FLI).

The VSI offers grants to encourage producers to bring their film, television and games projects to Victoria across all sectors of the screen industry including physical production, post-production, VFX, animation and games.

The FLI is designed to complement the government's existing Location Offset, providing an effective increase in the tax offset rate from 16.5 per cent to 30 per cent for eligible productions that film in Australia and successfully apply.

The arts industry was particularly hard hit during

COVID-19, with social distancing requirements, the non-essential nature of most arts jobs, and lengthy lockdowns making work near impossible.

Many performers are classified as sole traders meaning they couldn't access the JobKeeper payments until the extension around September 28, 2020.

Jobs have been scarce and with this production, the first to shoot in the area, will come the follow-on effect of support for the local economy.

The arts is a significant contributor to Australia's economy providing \$11.7bn (based on figures for 2016-17).

Not to mention the mental health relief of watching reruns of *Round-the-Twist* on Netflix during a circuit breaker lockdown.

To date, the government has announced funding of \$123 million for 10 productions through the existing Location Incentive including *Thor: Love and Thunder* and *Shang-Chi and the Legend of the Ten Rings* in Sydney, *Godzilla vs Kong* on the Gold Coast, *Shantaram* and *The Alchemyst* in Melbourne.

These 10 projects are estimated to generate spending of around \$1 billion, support 8500 local jobs over multiple years and engage more than 9000 Australian businesses.

The expansion of the Location Incentive comes on top of \$250 million during the next 12 months to help restart the creative economy, including \$50 million for a Temporary Interruption Fund that will support local film and television producers to secure finance and recommence filming for productions that have largely been halted due to the challenges in accessing insurance coverage for COVID-19.

The VSI incentivises bringing productions to Victoria with accommodation and 50 per cent of return flight expenses, and salaries paid to Victorian residents among the qualifiers.

*La Brea* has been written and overseen by David Appelbaum, producer and writer for NCIS New Orleans and brings some recognisable faces to Australia including Jon Seda (*Chicago Fire*), Michael Raymond-James (*Billions*), Natalie Zea (*The Unicorn*, *The Detour*), Nicholas Gonzalez (*The Good Doctor*), Eoin Macken (*Merlin*), and Victorian actor Rohan Mirchandaney (*Hotel Mumbai*) ●

## Community Hub lift "beyond repair"

WORDS BY *Sean Car*  
COUNCIL AFFAIRS

Despite issues with its service being raised by locals for more than two years, the City of Melbourne has confirmed that the lift at The Community Hub in Docklands is officially "beyond repair".

Having first contacted the council in 2019, Melbourne Sunrise Probus Club member Jenny Eltham, whose club members depend on accessing the facility for its regular meetings, said the lift consistently failed and had even resulted in some users becoming stuck.

Apart from disabled and elderly people, the lift at The Hub is often used by young mothers and their babies for accessing infant health services and Mrs Eltham said some had become stuck "on a number of occasions" due to ongoing faults.

"The lift is again not operational, hasn't been for a number of weeks and will not be for many more weeks," Mrs Eltham wrote in an email to Lord Mayor Sally Capp in March.

"Apart from the disabled and the elderly, the lift is used, at The Hub, for young mothers and babies accessing Infant Health Services."

"It is dangerous for these women to be carrying their infants up and down the stairs, often with toddlers in tow. The risk of a fall is high and could possibly have catastrophic results."

"I understand that on a number of occasions, mothers and babies have been stuck in the lift. Again, this is totally unacceptable."

While having been assured that the lift was "serviceable" and available for use in April, the council committed to an independent report to identify options for ensuring the lift's reliability was improved.

But Mrs Eltham was forced to raise the issue with the Lord Mayor again last month, with the lift still "inoperable".

"What does the community need to do to have this lift operational?" she asked the Lord Mayor.

"The ongoing issue of the lift failure is absolutely unacceptable and one that should have been addressed years ago."

"If this lift was located in the Town Hall or Council House 2, it would be repaired in a timely and safe manner."

But a City of Melbourne spokesperson last month confirmed to *Docklands News* that due to unexpected high visitor numbers, the lift



▲ People accessing The Community Hub in Docklands will have to get used to taking the stairs while the council replaces the lift.

had not been able to cope with demand and was now "beyond repair".

"Due to unexpected visitor numbers to the popular Community Hub in Docklands, the lift infrastructure has not been able to cope with demand," the spokesperson said.

"The lift is beyond repair and will be replaced as soon as possible. An independent consultant will confirm the most suitable option."

"We recognise that this has caused access issues for people with limited mobility and apologise for the inconvenience. We are working to find suitable alternative venues in the meantime, and will also provide telehealth services where required."

But Mrs Eltham dismissed the council's claims that the lift was over used.

"That lift is not over used," she said. "Lifts run for eons with little maintenance, servicing a high demand."

"The community needs that space and anyone with mobility issues is disadvantaged." ●

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# Greenline to “transform” Melbourne and Docklands

*A four-kilometre green trail along the Yarra would represent Melbourne’s “biggest transformation” since the opening of Federation Square in 2002, according to Lord Mayor Sally Capp. So how will it improve Docklands?*

WORDS BY *David Schout*  
COUNCIL AFFAIRS

The \$300 million “Greenline” project, a key election pledge from Cr Capp, would see a pathway established along the river’s Northbank from Birrarung Marr all the way to the Bolte Bridge.

Half of the project (the two-kilometre Northbank stretch from Spencer St to the Bolte) will be in Docklands.

City of Melbourne councillors unanimously endorsed draft plans for the project on May 4.

Plans revealed a vision to better connect pedestrians and cyclists between a series of new parks, boardwalks and pedestrian bridges

It also sought to celebrate the river’s historical importance to Aboriginal culture and improve its overall health.

Cr Capp told *Docklands News* that the project represented the city’s biggest transformation completion of Southbank Promenade in 1990 and the opening of Federation Square in 2002.

“Greenline will transform the Northbank from drab to a destination in its own right,” the Lord Mayor said.

“For generations our city has turned its back to the river and this project will transform how Melburnians move around and interact with the waterfront.”

There was no timeline yet for the project, however the draft implementation schedule indicates work would continue until 2028. The council also committed \$1 million towards project designs in its 2021-22 budget, announced on May 25.

Cr Capp made Greenline a key part of her 2018 by-election and 2020 general election strategy, winning on both occasions.

Greens Cr Rohan Leppert, who contested the 2018 by-election, said Cr Capp’s results indicated public support for the project.

“That [2018] election was won on Greenline. A second election has been won on Greenline – there is no denying that there is an overwhelming political mandate for this project,” he said at the May 4 Future Melbourne Committee meeting.

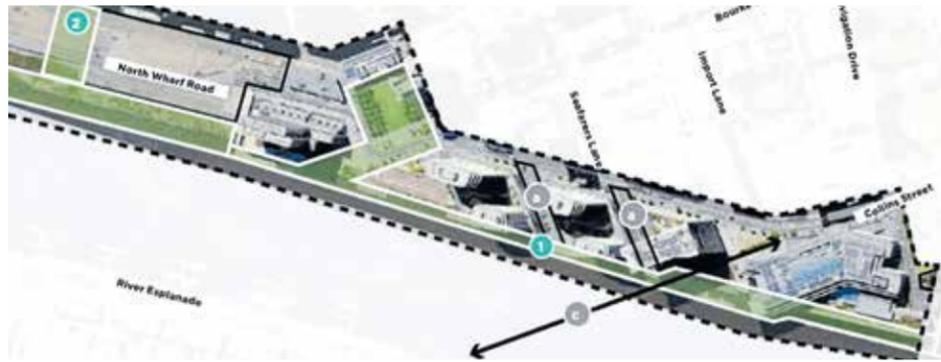
“This is an exciting project, it is a genuinely transformational project whether you look at the economic uplift opportunities alone, the job impacts, or the international or interstate tourism drawcard that a Greenline will create.”

## “Maritime” and “Salt Water Wharf”

The four-kilometre trail is set to feature five key precincts, each separated on the basis of land management, activity and character attributes.

The two Docklands precincts were called “Maritime” (between Spencer Street and Webb Bridge) and “Salt Water Wharf” (between Webb Bridge and the western end of Victoria Harbour).

The remaining three were called River Park, Yarro Yarro and Birrarung Marr.



▲ A diagram from the implementation strategy of the Salt Water Wharf precinct in Docklands.



▲ A render of Greenline along Northbank near Flinders Street Station.

The Maritime precinct was set to feature improvement to the World Trade Centre waterfront, streetscape upgrades for Siddeley St, new open space at Seafarers Rest Park, and improved pedestrian and cyclist crossing across Navigation Drive from Jim Stynes Bridge towards Harbour Esplanade (Capital City Trail).

In an email to members, Melbourne Maritime Heritage Network (MMHN) chair and former councillor Jackie Watts said while it offered “in principle support” for Greenline, it could do more.

“Although it recognises the existence of maritime heritage along the Yarra, it does not go nearly far enough in acknowledging the irrefutable historical evidence that there was maritime trade activity trade along both sides of the river and estuary,” she said.

The second precinct, “Salt Water Wharf”, would look to provide a new pedestrian and recreational cyclist promenade at Collins Wharf, improve the existing experience at Australian Wharf, and provide a new public “eco park” at the western end of Victoria Harbour “as part of future private development”.

Draft plans indicated the council would seek private investment for Salt Water Wharf precinct.

Cr Capp indicated this would be a key aspect of the project.

“Greenline will cost around \$300 million to deliver and it will take several years to complete. I will be wearing out the carpet and knocking on doors on Spring St and in Canberra to secure investment from state and federal governments. Investment from the private sector will also be sought.”

The plans also noted that, while detailed planning of the four other precincts could commence, Salt Water Wharf would “require further stakeholder engagement with Development Victoria in relation to future development timings”.

## Northbank an “underwhelming experience”

The draft plans revealed a scathing assessment of Northbank’s current condition.

Despite possessing a “rich history and distinctive features”, it was described as of “poor quality”, “lacking activity”, “prone to safety and security issues”, and was an “overall underwhelming experience”.

In a win for community-led group Yarra Pools, as part of the Greenline project the council also resolved to explore the feasibility of a large pool facility at Enterprize Park, near the Docklands/CBD border.

Group president Felicity Watson said the decision was “justification” for years of hard

work, and vindication that the proposal was a credible one.

“We believe, after much discussion, believe that it is an appropriate time to formally assess that proposal,” Cr Capp confirmed.

## “Many fingers in the pie”

The fragmentation of controlling authorities along the river meant the project would need to jump through a significant number of hoops before it gets off the ground.

The City of Melbourne does not own or independently manage the waterways or banks of the Yarra River (now referred to by the council as “Yarra River Birrarung” in a nod to its traditional name). Key stakeholders included the state government, Development Victoria, Parks Victoria, VicTrack, Melbourne Water and other landowners.

Yarra River Business Association (YRBA) executive officer Tim Bracher told *Docklands News* collaboration could make or break the project.

“The key to its success will be for state government to take co-ownership of the plan and to overcome the silo effect created by the many government departments involved in the current jurisdiction of Northbank,” he said.

“Until legislation changes to create a Lower Yarra River Authority, or at least a strong planning overlay, great projects like Greenline will proceed only spasmodically because of all the fingers currently in the pie.”

Cr Capp said she did not underestimate the project’s scale. “There is still a lot of work ahead, I absolutely understand that.”

## Traditional custodians

The “key guiding document” for Greenline is the council’s in-depth Yarra River Birrarung Strategy, endorsed in December 2019.

One of the 15-year strategy’s primary ambitions was to improve reconciliation with traditional owners.

According to the strategy, for traditional owners’ water bodies such as rivers were and are inextricably connected to life’s meaning and have powerful cultural associations.

Cr Capp said they hoped to reflect those values in Greenline designs.

“The Greenline would tell stories of Melbourne’s history and increase visibility and understanding of the area’s Aboriginal culture and heritage,” she said.

The council was now set to implement a final Greenline implementation plan by the end of 2021 ●



*David Schout*  
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# DELIVERING FOR THE COMMUNITY – OUR NEW COUNCIL PLAN

After a year of significant disruption, the City of Melbourne has been working closely with the community to deliver the services and support that people need now, while developing a plan that reflects the community's aspirations and priorities for Melbourne's future.

In May, the Melbourne City Council – the Lord Mayor, the Deputy Lord Mayor and nine councillors – endorsed the draft Council Plan 2021-25, which sets out what Council will achieve during its four-year term to further the community's vision for Melbourne.

This four-year plan is delivered in yearly increments – the first of which is the Budget 2021-22 – which details the Council's funded activities for the coming financial year. This draft Budget was also endorsed by Council in May, and both plans are now available for the community to review and provide feedback.

## Planning for the future

The draft Council Plan brings together recent community insights to help us preserve and progress the city in six key areas:

### 1 Economy of the future

Building a strong and adaptive city economy and a sustainable future city.

### 2 Melbourne's unique identity and place

Celebrating the places, people and cultures that make this a vibrant and creative city.

### 3 Safety and wellbeing

Ensuring everyone feels safe and included as they participate in community life.

### 4 Access and affordability

Reducing inequality by ensuring access to housing, core services and information.

### 5 Climate and biodiversity emergency

Acting immediately to reduce our emissions and waste, and adapt to climate change.

### 6 Aboriginal Melbourne

Ensuring that First Peoples' culture, lore, knowledge, and heritage enrich the city's growth and development.

These six key areas will be brought to life with initiatives such as support to help businesses adapt and thrive, infrastructure and capital works projects, improvements to recreation facilities and more. As always, we will continue to deliver all council services including waste and recycling collection, library and community services, maternal and child health services and many more.

The Council Plan will be a "living document" and Council will report to the community on progress made, as well as any adjustments needed to meet our targets or adapt to new circumstances.

## It's time to have your say

You are encouraged to provide feedback on the draft Council Plan and draft Budget. Visit [participate.melbourne.vic.gov.au/council-plan-and-budget](https://participate.melbourne.vic.gov.au/council-plan-and-budget) to review the plans and share your thoughts. Feedback can be provided until midnight on Tuesday 15 June.

Following Councillor consideration of public feedback on the draft plans, they will be presented to the Council meeting on 29 June 2021 for adoption.

## A HEALTHY CITY FOR ALL

As part of the Council Plan, every four years we include an approach for how we will support our city's health and wellbeing. A liveable city is a healthy city and, since the last plan was created in 2017, Melbourne has gone through immense change. Last year we completed an extensive review that highlighted key issues for health and wellbeing. In March this year we asked Melburnians to help us rank these topics and share whether anything was missed.

This feedback, along with data and insights, has shaped the focus areas for our Health and Wellbeing Plan: public health and safety, housing and homelessness, and mental wellbeing. These topics have been integrated into the draft Council Plan 2021 – 25, and are the ongoing focus of many services and programs we provide to the community.



## A LONG-TERM VISION

Also included in the Council Plan is the Community Vision – your 10-year vision for the city.

In March and April of this year, we heard from more than 1400 people who live, work, study, visit or own a business in the municipality, to prioritise the community aspirations that were most important to them. Their insights informed the Community Vision, which is a refresh of Future Melbourne 2026, our existing 10-year vision for the city that was released in 2016.

Overall, the community's aspirations were for a city that:

- is healthy and safe
- considers climate change in everything that we do
- is inclusive, accessible and affordable.

Over our annual, four-year and ten-year plans, we will work closely with the community, and partner with other levels of government, as well as the public and private sectors to realise this vision.



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Your City of Melbourne community update



# BUDGET INVESTS IN STRONGER ECONOMY

**A rates discount, a boost for recreational facilities, job creation through capital works and a new recycling program are highlights of the City of Melbourne's draft Budget 2021-22.**

After helping to steer the city through tough times, the City of Melbourne has a detailed plan to lead Melbourne's recovery from the global pandemic.

The \$789.9 million city-shaping budget puts people first and delivers essential services and programs to rebuild and strengthen the local economy.

Record infrastructure spending of \$244.7 million will create jobs now and set the city up for future generations, while a \$21.5 million investment in events will attract people back to the city and boost business across the municipality.

## Economic recovery

The City of Melbourne has achieved a \$31 million turnaround since delivering a \$57.4 million deficit in last year's COVID-19 recovery budget, with a forecast deficit of \$26.2 million for 2021-22.

We've stepped up to support our business community as it faces the toughest trading conditions in decades.

We are proud of our response to COVID-19 – and we believe the city is emerging in better shape because of our economic stimulus support and fast action to deliver inventive programs like expanded outdoor dining.

We're focused on drawing more people in, bringing back the buzz and making sure the city remains a great place to live, work, visit and do business.

Our core services remain a priority – these include waste and recycling services, keeping the streets clean, and providing community services such as libraries, maternal and child health support, childcare, and support for older people.

In addition, the draft Budget includes significant progress on city-shaping projects. We're working to progress Greenline which will deliver one of the biggest transformations of the city since the opening of Fed Square in 2002. We want the Yarra River's Northbank to become one of the city's premier destinations for workers, residents and visitors.

The Queen Victoria Market precinct renewal is well underway and the Brens Pavilion in Royal Park is to be upgraded. We're also investing more than \$10 million in the Kensington Community Recreation Centre redevelopment, which is due for completion in 2022.

## Reducing waste and cleaning the city

We will invest more than \$50 million to get rid of waste, scrub the city clean, remove graffiti, and improve lighting and safety.

Our bread-and-butter operations are essential to keeping our city running smoothly – we collected 45,000 tonnes of waste and recycling last year, which included more than 10,000 mattresses and five million cigarette butts.

For the first time we're introducing a food and organic waste collection, which will reduce landfill and create compost that can be used on our parks and gardens.

## Keeping rates low

After delivering a recovery budget last year that included a freeze on rate increases, this year we are continuing to keep rates low.

In recognition of the ongoing impacts of COVID-19, and to support businesses and the community during the city's recovery, we have made the unprecedented decision to absorb this year's 1.5 per cent rate increase by applying a rates discount. The City of Melbourne will surrender \$4.8 million in rates revenue by applying the rates discount.

To have your say on the draft Budget, visit [participate.melbourne.vic.gov.au/council-plan-and-budget](https://participate.melbourne.vic.gov.au/council-plan-and-budget)

Feedback on the draft Budget 2021-22, draft Council Plan 2021-2025 and draft Revenue and Rating Plan can be provided on Participate Melbourne until midnight on Tuesday 15 June.

Following Councillor consideration of public feedback on the draft plans, they will be presented to the Council meeting on 29 June 2021 for adoption.

## FAST FACTS

- Total draft Budget 2021-22: \$789.9 million
- Record infrastructure investment: \$244.7 million
- Rates discount: \$4.8 million surrendered in revenue
- Deficit: \$26.2 million
- Return to surplus: 2022-23
- Borrowings: \$147.7 million.

*Information and events in this publication are current at the time of printing. Subsequent changes may occur.*

## KEEP IN TOUCH

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

You can also join conversations to influence plans for your neighbourhood through Participate Melbourne at [participate.melbourne.vic.gov.au](https://participate.melbourne.vic.gov.au)

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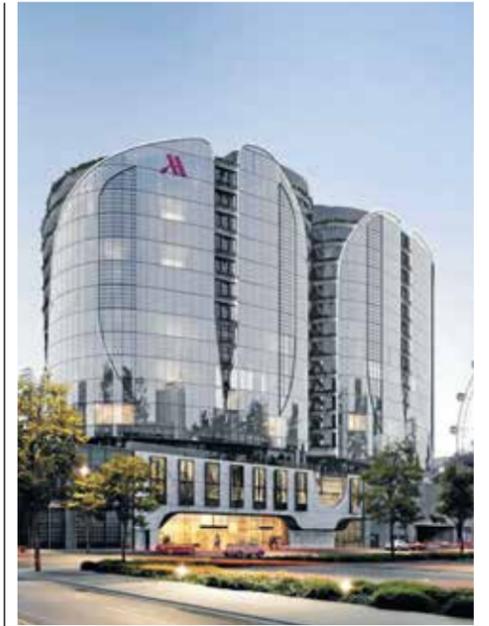


## Reading room meets students

PHOTOGRAPHY BY *John Tadigiri*  
COMMUNITY

The District Docklands has partnered with Docklands Primary School, inviting students to decorate The Reading Room with fresh artworks in line with Education Week, with this year's theme "Building Connections".

Now in its 77th year, Education Week ran from May 23 to 29 and celebrates the connections between schools and local communities, while strengthening bonds with families and carers ●



## NewQuay's first five-star hotel set to open

WORDS BY *David Schout*  
BUSINESS

A five-star hotel in NewQuay is set to open on June 17 (pending COVID restrictions), becoming just the second highest-rating hotel in Docklands.

Melbourne Marriott Hotel Docklands, located on Waterfront Way, is set to feature 189 guest rooms, five meeting and event spaces, and a public infinity pool on the rooftop.

Nestled in among The District Docklands, the new hotel claims to offer "sweeping panoramic views" across Melbourne's CBD skyline, Bolte Bridge, Port Phillip Bay and Hobsons Bay.

The 17-storey dual towers, built by developers Capital Alliance, will also feature residential apartments.

It will also be Docklands' second five-star hotel, behind Peppers Docklands on La Trobe St, which opened in early 2016.

The 28-metre infinity edge swimming pool on level 15 — modelled as a miniature version of Singapore's famous Marina Bay Sands pool — will be open to the public.

The \$200 million project was approved by the City of Melbourne and Minister for Planning Richard Wynne back in 2017.

"This will be a real drawcard and get people to Docklands," the council's planning chair and now Deputy Lord Mayor Nicholas Reece said at the time.

"It's a great step forward in the evolution of Docklands."

Mr Wynne said it was a "suitable development for the city."

The building, which is curved to reduce wind and overshadowing, is the first new-build Marriott in more than 20 years.

In total, the hotel will include 375 sqm of event space over five unique venues, featuring floor-to-ceiling windows.

"The event facilities at Melbourne Marriott Hotel Docklands offer a level of customisation that is very rare within the industry," general manager Girish Talreja said.

"We are proud to be at the vanguard of technology and versatility in this space."

Marriott owns more than 580 hotels and resorts in more than 60 countries and territories around the world ●

## Council focus on food and organics waste

WORDS BY *Brendan Rees*  
SUSTAINABILITY

The City of Melbourne will roll out a new food and organics bin service in a bid to reduce the amount of waste heading to landfill.

Kitchen caddies for collecting food scraps and a new lime-green wheelie bin will be delivered to 9000 homes as part of the new service starting in June.

Under the plan, all food and organic waste will be placed in the green waste bin. Once collected it will be diverted from landfill and turned into mulch to use in parks and gardens.

The new \$1 million service will be provided at no additional cost to residents with the 120-litre food and garden organics and 120-litre landfill bins to be collected weekly.

To reduce odours and amenity issues, participating properties will move to a fortnightly collection of 240-litre recycling bins.

Residents will also be given a roll of 52 compostable bin liners to help keep their new bin free of odours, which will be supplied for free on an ongoing basis.

Those living in houses and single-storey apartment blocks will be part of the initial phase of the roll-out, while multi-storey buildings will be included in the next stage.

Lord Mayor Sally Capp said the initial 9000 properties will help council gather data on how to address the challenge of organic collection in high-rise apartments from 2022.

She said the roll-out was a practical way to encourage residents to become more sustainable.

"Food and garden waste make up almost 50 per cent of the waste sent to landfill by our residents — and that creates emissions that contribute to climate change," she said.

The council has allocated \$5.2 million in the draft Annual Plan and Budget 2021-22 as part of the next stage of the project.

This includes expanding to other low-rise apartment buildings while it investigates options for high-rise buildings.

The council's environment portfolio chair Cr Rohan Leppert welcomed the initiative, saying food waste would be put "to good use" ●



▲ Left to right: Principal Adam Bright, James Bartolo and the school's business manager Jan Selleck last month.

## A local legend!

WORDS BY *Sean Car*  
PHOTOGRAPHY BY *John Tadigiri*  
COMMUNITY

Docklands Primary School crossing supervisor James Bartolo has one of the most important jobs in Docklands.

The cheerful crossing supervisor has quickly become a local favourite for families, teachers and pedestrians using the busy Docklands Drive and Footscray Rd intersection.

With children and their parents having to navigate the swathe of commuter cyclists, pedestrians, vehicles and trams that travel through the busy junction every day, Mr Bartolo said it was his job to ensure everyone followed his lead.

"I've got to watch both sides. It's a bit of a mongrel crossing because the cars here get to the end and realise they have to stop," he said. "Delivery riders sometimes get really angry and they try to go around me and I say 'you stay right where you are!'"

"You have to be alert. I had one the other day that was trying to get around me and it was a blacked-out Holden ... it turned out to be an undercover cop. I still said, 'you're not getting through!' So, he didn't! It was good to have a bit of power."

While ensuring students managed to get to and from school safely every day, Mr Bartolo has already struck up bonds with many in the community and he said he was enjoying connecting with families and teachers alike.

Keep up the good work, James! ●

# Corporate Sports Leagues

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# XPRESS SPORTS

SOCIAL SPORT LEAGUES

# Ferries are inspiring us!

*The proposed VH08 Passenger Transfer Area on Harbour Esplanade is in search of a name!*

What name do you think would be appropriate for a new, and key, maritime facility in Docklands? The redevelopment of this prime water-based transport site is welcome indeed – an important element in relation to tourism certainly, but MMHN also wants ferries using this facility to be part of the Public Transport System.

Given the increasing road congestion in the city, we are confident many in Docklands would agree that when Development Victoria (DV) starts investing public money in maritime infrastructure such as this ferry terminal, at the same time there should be close liaison with the Minister for Transport. We need to ensure that this public investment in ferry infrastructure supports BOTH the public and the private sectors.

This ferry terminal has the potential to become a prime Docklands destination – akin to the Flinders Street Station steps “under the clocks”, or Circular Quay ferry wharf in Sydney. It will serve to “activate” Docklands businesses and it needs a name – NOW! Email your suggestions to Melbourne Maritime Heritage Network (MMHN) [info@mmhn.org.au](mailto:info@mmhn.org.au). For the location of the terminal, see:

[melbourne.vic.gov.au/sitecollectiondocuments/commercial-scheduled-berths.pdf](http://melbourne.vic.gov.au/sitecollectiondocuments/commercial-scheduled-berths.pdf)

Further on ferries, note in your diaries, the next MMHN seminar to be held on Wednesday, June 23 at 5pm at Docklands Library on the topic “Ferries of Melbourne: Past, Present, Future - Good, Better, Best?” History shows us that Melbourne’s ferries have delivered significant social and economic benefit to the community in the past. Today they are a woefully under-developed transport option. The opportunity to expand ferry services in this State and city is obvious. Explore the topic with us – and key stakeholders. To receive your invitation to this MMHN event: email [info@mmhn.org.au](mailto:info@mmhn.org.au)

## Harbour Esplanade on Victoria Harbour

Frustration with Docklands planning over decades has stymied many of us. We recommend a look at a Docklands maritime hidden treasure, recently discovered by MMHN board member Michael O’Brien – a 72-page glossy City of Melbourne Council Master Plan 2015. It is a frustrating but inspirational read with great images. Back in 2015, maritime heritage was acknowledged...

“Harbour Esplanade will be the primary public space in Docklands. A fine boulevard for promenading, an opportunity to experi-



ence elements of Melbourne’s rich maritime heritage and a place to welcome and guide the public through the sub-precincts of Melbourne Docklands and the central city. It will be flexible, adaptive, changing – an event space by the water.”

Pleasing sentiments indeed but regrettable that so little has been done to achieve such a vision. At some point since 2015, the bureaucratic “gaze” gradually turned away from the water towards land-based development, see

[melbourne.vic.gov.au/about-council/committees-meetings/meeting-archive/MeetingAgendaItemAttachments/688/12416/JUN15%20FMC1%20Agenda%20item%206.4.pdf](http://melbourne.vic.gov.au/about-council/committees-meetings/meeting-archive/MeetingAgendaItemAttachments/688/12416/JUN15%20FMC1%20Agenda%20item%206.4.pdf)

## That said – in 2021 there is possibly good news on heritage at last!

In the recent state government budget, \$3 million was allocated to DV to progress planning and design work as part of a business case to develop future plans for the pier in Docklands, which was permanently closed in January 2020. Geoff Ward, Group Head, Precincts at Development Victoria said, “the redevelopment of Central Pier is a long-term project and we are looking forward to consulting with the community and other stakeholders to kick-start the planning phase”. And potentially exciting news for maritime stakeholders, this will include looking at all options to respectfully preserve the heritage of the pier and surrounding docks while also taking a wider approach to revitalising the waterfront in Docklands, which is a key priority for Development Victoria. MMHN feels a tad more optimistic about Central Pier.

There is still a fixation on demolition, despite irrefutable evidence that expertise exists to completely restore Central Pier. Development Victoria deserves no kudos whatsoever for neglect of the pier thus far. The agenda is unfathomable!

Before squandering yet more valuable heritage infrastructure, MMHN recommends that Development Victoria consider examples of successful pier maintenance and restoration elsewhere around Victoria. Further destruction of the very pier that Development Victoria cut in half and seems intent on demolishing further. The Central Pier site, a State public “asset”, is simply too valuable to waste. The future lies with Heritage Victoria.

MMHN argues that Central Pier is the prime location for an iconic architecturally significant Maritime Experiential Centre to educate, entertain and excite the wider community on all matters maritime – and activate Docklands. A permanent attraction would maximise the value of this iconic Docklands site and celebrate its critical role in Victoria’s prosperity. Creative technologies would enable the state government to showcase Melbourne’s hidden under-valued assets – maritime heritage, maritime industry and maritime trade – logistics, innovation, propulsion, extraction, environment, etc. A model for this Docklands Maritime Experiential Centre is the new Maritime Experiential Centre designed by Australia’s own Cox Architecture in Tianjin, China, Melbourne’s sister city – on a very similar Central Pier on a Harbour Esplanade. See: [coxarchitecture.com.au/project/national-maritime-museum-of-china](http://coxarchitecture.com.au/project/national-maritime-museum-of-china)

Further on futuristic design concepts – Michael O’Brien also found an early proposal for locating an iconic museum on the tip of Central Pier! See the video:

[youtube.com/watch?v=mUJjconArtc&t=7s](https://www.youtube.com/watch?v=mUJjconArtc&t=7s)

## More good news for Docklanders

MMHN member Emma Russell writes about what looks like a simple old shed on North Wharf near the Mission to Seafarers (at the end of Flinders St). However, diving into maritime heritage shows us that this massive Goods

*Central Pier is the prime location for an iconic architecturally significant Maritime Experiential Centre to educate, entertain and excite the wider community on all matters maritime – and activate Docklands.*



Shed is far from simple – it is key to the major Riverlee project. MMHN commends Riverlee’s commitment to incorporate our maritime heritage into the project. As Emma states to build with history rather than over it. Goods Shed No.5 – a positive restoration story along the Greenline. During the next couple of years Docklanders will be able to watch how both cultural and economic values of a site can be enhanced when old structures are carefully retained, restored and enriched by interpretation and storytelling, instead of being demolished in a cloud of dust. MMHN recommends that you read and watch how this is being done at Goods Shed No.5 – the only place in Melbourne where it is possible to see all the elements of a traditional (pre-containerisation) berth. See:

<https://static1.squarespace.com/static/53f8e804e4b0a36315c3b719/t/608a7ed-c36d21d2b32bfe22f/1619689195040/From+Whelan+the+Wrecker+to+the+circular+economy.pdf>

Many Docklanders will have been pleased to note in the City of Melbourne Draft Budget a \$3.3 million allocation investment in Docklands maritime infrastructure. MMHN views this investment in an under-valued community “asset” that our waterways are gaining recognition by both state and local government. Unlike other State capitals, it is many years since our government invested in an iconic venture delivering social, cultural and economic value. Melbourne is a city in dire need of such a boost to the economy and the morale of its citizens ●



*Jackie Watts*  
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# An investment simply too compelling not to pursue

“

Welcome to the 10<sup>th</sup> article of our 12-part series which will attempt to explore the role that housing can and should play within Australian society and why it is important to our economy that we house all Australians, rich or poor.

”

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

This month we have asked Mario Biasin, co-founder of Metricon Homes, Australia's largest builder, to share his thoughts around why the objective around housing all Australians is important, especially given his early beginnings as a migrant to Australia...

I have been involved in the residential building industry for more than four decades, playing a part in building homes for tens of thousands of Australians through Metricon Homes. With my co-founder George Kline, we had a clear vision when we started building back in 1976 – we wanted to build good-quality homes for Australian families at an affordable price. Both of us, as child migrants to Australia, were acutely aware of the role a home plays in anchoring people, giving them a sense of belonging.

I can clearly remember the moment I first became aware of homelessness in Australia and how it impacts people in a devastating way. I was in Sydney for a work trip about 30 years ago and saw rough sleepers – a sight I'd not witnessed in Melbourne. This started my thinking about how the construction sector could contribute to alleviating housing distress.

When I reflect on how the property sector has changed over time, and the impacts on homelessness, the biggest change from my perspective has been the price of land relative to construction costs. Around 45 years ago, the price of building a home was around twice as much as the land. This has shifted dramatically. Land now costs at least 50 per cent more than the home in most capital cities, while land prices in regional areas have also increased yet perhaps not at the same rate. Relatively, construction costs have decreased. Numerous efficiencies in the construction process – from raw material prices to different building practices – have significantly reduced the cost of building a house. Land prices have increased disproportionately within this equation. This has resulted in home ownership and even fair rental prices being unattainable for many Australians.

Active participants in the home building sector have a role to play in the solutions. Government, industry, corporates, funders and the community sector have the capacity to

collaborate to rethink how to provide more affordable housing solutions for the many people and families who are in desperate need of a safe roof over their heads. More intensive support for victims of domestic violence and those suffering mental health challenges will no doubt play a role too.

When I consider ways that our government, both state and national, could support better outcomes for those at risk of homelessness, two key opportunities come to mind. Firstly, government and councils own land in regional and metropolitan areas that is often well located and in close proximity to amenities. Could this land be better utilised as blended social, affordable and private market housing? Is some top-down urgency now warranted to drive activity in this area?

Secondly, the Victorian government has made an unprecedented commitment to enhancing social housing stock with the \$5.3 billion Big Housing Build. Could this approach be used as a blueprint by other states to supercharge the development of social housing? Australian Housing and Urban Research Institute (AHURI) research reports that \$1 invested in last-resort housing generates \$2.70 of benefit to the community during the subsequent 20-year period, including health cost savings, improved quality of life and reduced crime costs, among others. Additional value would likely be achieved with secure tenure. Furthermore, as well as benefiting those in need of housing support, it would also stimulate economic activity and jobs. Is the business and social rationale of this investment simply too compelling not to pursue?

As a business, Metricon has stayed true to its original vision to provide quality homes for Australians from all walks of life. In 2018 we responded to the increasing challenge of homelessness by creating a division of our organisation purely focused on building so-

cial, affordable and accessible housing. Called EveryOne, this business unit is part of our social responsibility to the broader community. EveryOne taps into Metricon's expertise to deliver well designed and competitively priced homes for government and community housing association clients, tailored for the tenants they support.

I'm proud to play a small role in unburdening more Australians from the stress of finding a safe and affordable home, one where they feel they belong. I also look forward to continuing the conversation about how we can collaborate to ensure that homelessness is significantly reduced.

*I hope you found the above perspective by Mario interesting and insightful. While what was said may not align with our view of the world, we all need to listen and digest what is said by others in order to find common ground. This is why we are focusing on the fact that the provision of shelter is a fundamental human need (not human right) and without that need being met, we have unintended social and economic consequences that will span generations.*

*As I said in my first article, doing nothing is NOT AN OPTION! We need to act and we need to act now. All of us need to be part of the solution so please feel free to write to me with your thoughts: info@housingallaustralians.com.au*



Rob Pradolín

FORMER GENERAL MANAGER AT FRASERS PROPERTY AUSTRALIA AND FOUNDER OF HOUSING ALL AUSTRALIANS (HAA)

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## PRECINCT PERSPECTIVE (VICTORIA HARBOUR)

# Victoria Harbour's hidden gems

*Living in Victoria Harbour is a constant source of joy and delight. If you live here, you rarely need to use a car and can happily get all you need within a few-hundred metres from home.*

In this month's article I want to reveal some of Victoria Harbour's "hidden gems". Many readers will already know of them, but perhaps people new to our beautiful precinct are yet to discover them.

As I am writing this as we enter another snap lockdown, let's pop into **Victoria Harbour Medical Centre**, now taking bookings to get vaccinated and help our community beat the COVID-19 virus. People aged over 50 are now eligible to get the free vaccine, just book in on 9629 1414. The centre is situated at 850 Collins St but enter from Merchant St opposite our local Woolworths supermarket.

Once you have that sorted take a stroll in the lovely park that is bordered by Geographe St, Bourke St and Import Lane. Did you know it's home to the **Docklands Community Garden**? The Community Garden first opened in July 2012 and has been going strong since. It is a "working garden for a working community." This beautiful garden uses only organic products and gardening methods and encourages gardeners to use water and resources responsibly. It is a shared garden where produce planted in the garden belongs to everybody. Find them on Facebook or walk past and look at the notice board.

The community garden is surrounded by a large community park. It's a really peaceful place to have lunch or catch up with a friend. Close by is a gorgeous little café that I love visiting, **Charlie Bit Me** at G07/838 Collins St. They are open for breakfast and lunch and have some great options to suit all tastes. They also offer excellent coffee and matcha and chai teas, takeaway and no-contact delivery. Best of



all, they have an outside deck, so you can enjoy your coffee or meal watching the birdlife in the park.

Walk around the park and down Import Lane and onto Collins St and find your way to **Vintam's Café** at 860 Collins St. This little hidden gem is a family run business and people who love authentic pho rave about it. One happy diner, Docklander Cin Cheng recommends the spicy beef pho. She said, "it's amazing, the beef is so fresh, I had it in a spicy pho broth, with the perfect amount of chopped lemon-grass. I had it on a windy cold day, and it made me so warm and comfortable after! It had a lot of toppings as well, was very flavourful and the serving size was generous!" Vintam's also has homemade cakes, made by the owner's wife.

I recently bought some hedgehog cakes for a friend, and she said they were the best she had ever tasted.

Across the road is one of my favourite newcomers to the area. They don't often have many diners in there so take my word for it, you won't be disappointed if you check out **Nourished** which is situated at 859 Collins St. Nourished was founded with a strong and clear mission: to make healthy eating easy and enjoyable. Its website promises, "everything we do, and everything we are, are all encapsulated in our core values: fast, healthy, delicious." It gets its meat, vegetables and fruits delivered to the store daily and everything is then made fresh from scratch daily from its kitchen. I love that I can walk across the road from my apartment and get a delicious healthy meal. My favourite is the Eco Warrior, a vegan meal consisting of maple sri-racha tofu, whole grains mix (quinoa, freekeh, black rice), broccoli, sautéed mushroom, moroccan spiced chickpea, zucchini, toasted almonds, romesco dressing. All for \$13.90!

They also have a meal called Popeye, rich in protein and made up of grilled balsamic chicken breast, brown rice, baby spinach, edamame, Moroccan spiced chickpea, sautéed mushroom, dried cranberries with a yuzu mayo dressing. You can also select your own ingredients to create your own meal. Nourished is open for lunch and dinner every weekday and dinner on Saturday nights. Please support this great business and make sure it survives.

We can't end a walk towards the water without mentioning my favourite gem and that's the **Library at the Dock**. It's the perfect place for rest and repose, where you can select from a

large range of the latest magazines and journals, browse the shelves for a new book to dip into, or look at the artwork displayed on the first floor. The staff at the library are always welcoming and friendly and will help with any book query you might have. By the time you read this, we may be out of lockdown, if not, check out their web site for a huge array of eBooks and other online content: [melbourne.vic.gov.au/community/hubs-bookable-spaces/the-dock/library-at-the-dock/Pages/library-at-the-dock.aspx](http://melbourne.vic.gov.au/community/hubs-bookable-spaces/the-dock/library-at-the-dock/Pages/library-at-the-dock.aspx)

We need to walk back in the opposite direction to find **Collins St Alterations & Dry Cleaning**. This hidden gem has been operating all the time I have lived in Vic Harbour. Bring your hard to fix clothing that needs some alterations to make it wearable again. As we become more conscious of sustainability, this business allows us to recycle our own clothing, to stop the trend towards disposable fashion. The team working there is really helpful, and its rates are very reasonable, and the time taken to have a piece altered and ready to wear again is incredibly fast.

I hope you enjoy some of these hidden gems. Drop me a line if you have your own favourites. Let's support these and other local businesses to keep Vic Harbour a thriving community



Stella Barber

VICTORIA HARBOUR RESIDENT  
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# Yes, yes, yes, Minister!

*We have had three Ministers for Consumer Affairs since We Live Here started its advocacy role representing apartment owners and residents five years ago.*

Ms Jane Garrett, who introduced the short-stay legislation into Parliament in May 2016 had the first gig, followed by Ms Marlene Kairouz one month later, and now we have Ms Melissa Horne since last year.

The longest tenure was enjoyed by Ms Kairouz, who resigned suddenly in 2016, leaving an appalling legacy of poor decisions on short-stays.

Let's look on the bright side. What's better than canvassing seemingly intractable problems faced by apartment dwellers? The solutions of course! And good things come in threes.

We have a three-part plan to present to the third Minister for Consumer Affairs, Melissa Horne, to solve a trio of enduring issues related to short-stays.

Without adequate short-stay regulation, Victoria is one of the most backward jurisdictions in Australia and indeed the world. Can our new Minister learn from the precedents established in so many cities, states and countries around the globe? It's a serious question, and we query both the will and the capacity.

Across the Murray, the country's largest state government has listened to residents and introduced reasonable regulations that are sadly lacking in Victoria.

The NSW government has expressly recognised that short-stays can damage the fabric of a community if the market is left to run amok. Similar change is possible and overdue in Victoria.

So here is our three-point plan...

## 1. Review – make it happen

We Live Here was instrumental in having a formal review mandated for the *Short-stay (Accommodation) Act 2018*.

In State Parliament four months ago, Greens MLC Dr Samantha Ratnam asked about the review, promised for 2020 and seemingly forgotten. Labor MLC Mr Leane sought some whispered advice from his minders before confirming the review "will start this year".

Mr Leane admitted at least one negative impact of short-stays: "I think the main concern is hiring out your place for people having big parties when other people are trying to live their lives around it."

Remember that at the height of COVID restrictions, short-stays were banned and we had a brief respite from the worst excesses. As we emerge from COVID, the short-stay issues are returning to apartment buildings with a vengeance, escalating to knife attacks and bashings. Under the current legislation we have the ludicrous situation where, to be given a chance of insultingly paltry redress, residents would need to report three stabbing incidents in a 28-day period!

We live in a different world now, and a review is entirely appropriate. Even post-vaccination, we know we will still be faced with danger. New COVID variants will be released into our community. This government's track record in hotel quarantine management is sorry proof that we cannot rely on it to manage potentially infectious travellers in short-stay apartments.

During the COVID restrictions, we contacted the Health Department to ask about infection control protocols for short-stays. The response was astonishing – they told us to ask Airbnb! Who is running this state?

On top of the critical COVID issue, we should be concerned about the safety and security of

our residents – we have lost our "most liveable city" status courtesy of the government's servile deference to the commercial short-stay industry.

This flimsy legislation suffers the most ignominious of indictments: it is demonstrably useless. In the three years since its enactment, there have been NO instances where an apartment building or resident has been awarded a remedy or recompense by VCAT. Zero successful cases recorded and zero penalties imposed. Double donuts!

Ms Horne, please ensure the review is genuine and allow advocacy groups including We Live Here to participate meaningfully.

We Live Here, with a supporter base including more than 350 buildings throughout Melbourne, is a voice for reason. We believe there is a place for all the stakeholders including the tourism industry, commercial short-stay operators, platforms such as Airbnb and Stayz. For a level playing field, residents must also have an equal voice.

## 2. Regulations – adopt proven solutions

One extremely simple improvement is requiring short-stay operators to register. This could be readily implemented with manifold benefits, including delivering basic data on a notoriously opaque industry.

Mandatory registration, along with regulating how many days an apartment can be let as a short stay, has been adopted by countless jurisdictions, such as these:

- Amsterdam: 30 to 90 days per year limits
- Barcelona: A\$1.2 million fines
- Berlin: fines, 60 to 90 days per year limits
- Paris: A\$20 million fines
- San Francisco: A\$1500 fines, 90 days per year limit

- Santa Monica: owner must live on the property, 14 per cent guest tax
- UK: 90 to 140 days per year limit

Even some afflicted Victorian municipalities have assumed the role of controlling the burgeoning short-stay industry in the vacuum of authority created by the state government's laxity. Mornington, Frankston, and Yarra Valley councils have enacted local by-laws to protect residents.

## 3. Rules – allow communities to decide

Another signal example of intelligence from NSW is the legislation that allows individual buildings to enact special rules, known as by-laws, to manage short-stays. This is true self-determination, the essence and intrinsic intention of most owners' corporation legislation.

To be effective such a framework needs to be sufficiently nuanced to prevent manipulation by proxy farming. While a little more involved, there are no insuperable obstacles to drafting good legislation that suits Victoria.

As a framework for special rules, the *Owners' Corporation Act* needs to be rewritten in clear and unambiguous language. The problems pursuant to the Supreme Court decision by Riordan in 2016 must be addressed. If concomitant changes to planning laws are deemed necessary, so be it.



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## COUNCILLOR PROFILE

# Bringing Melbourne back better than ever

*Young, driven and full of ambition for reviving Melbourne from the pandemic – newly elected councillor Roshena Campbell is passionate about creating a better city than the one we had before COVID struck.*



don't see any reason why not."

Cr Campbell has practiced law for more than 10 years in a career which has seen her act in a number of Royal Commissions and represent some of Australia's largest companies, as well as state and local government bodies.

And while she might be a new councillor, she's no stranger to the political scene. A member of the Liberal Party with a long history of campaigning, she has been politically active since the age of 18.

But having been elected as the second councillor on Lord Mayor Sally Capp's ticket in last year's elections, she said nothing could have prepared her for a "COVID campaign" as conventional campaign methods were thrown out the window.

However, despite the challenges forced upon all candidates running for Town Hall, she said Team Capp's "clear plan to come back from COVID" had resonated with residents and businesses, as well as her own ambition for running.

"I think anyone who runs for council only does it if they're passionate about something. I made the decision to run between the two lockdowns and walking the streets of Melbourne broke my heart because my parents had a background in small business," Cr Campbell said.

"I know that for people that run a small business, it's their whole lives."

While a firm believer that councils should primarily "stick to their patch" of roads, rates and rubbish, she said she wanted this council to be ambitious in fulfilling the needs of its ratepayers by ensuring Melbourne came back strongly from COVID.

With a diverse range of opinions represented on council, she said she was very confident that the newly elected team of councillors was both "energised" and "unified" in its passion to do just that.

"We've got some great plans at the council around what we're going to do with those vacant shopfronts, both in terms of bringing in new businesses, bringing in creatives and I think that we're starting to feel that vibrancy coming back to Melbourne. I think we're definitely on the right path," she said.

While she asked *Docklands News* not to hold her Sydneysider roots against her, having lived, worked and studied in the City of Melbourne since relocating as a 20-year-old, we think she's done enough to earn an honourable pardon!

As a Fitzroy resident and former CBD resident, she is a strong advocate for the "15-minute lifestyle" that the city offers and, similar to her desire to drive business to the city, she is keen to encourage more residents to move in.

"The beauty of city living is that the way people think about dashing between meetings, that's just how you lead your life. It's the fluidity

around meeting all of your commitments that comes around from being right in the heart of things," she said.

"My children love the inner-city lifestyle; they love the fact that their playground is Carlton Gardens. They love the fact that the museum is not just a once a year come into the city thing, it's something they do every week. It's their backyard."

"I actually think in terms of raising kids, people say it's cramped in the city, but I don't think it is. Your world just becomes bigger and there's a great sense of community."

As Melbourne continues its recovery from COVID, she said it was important for the council to make doing business in the city involve as little red tape as possible.

"As a council need to do all we can to try to alleviate all of that uncertainty. Obviously, we have no control over border closures, but we can take steps to make it easier for businesses to trade," she said.

"We know that businesses have enough on their plates ... we want dealing with the City of Melbourne to be as easy as possible."

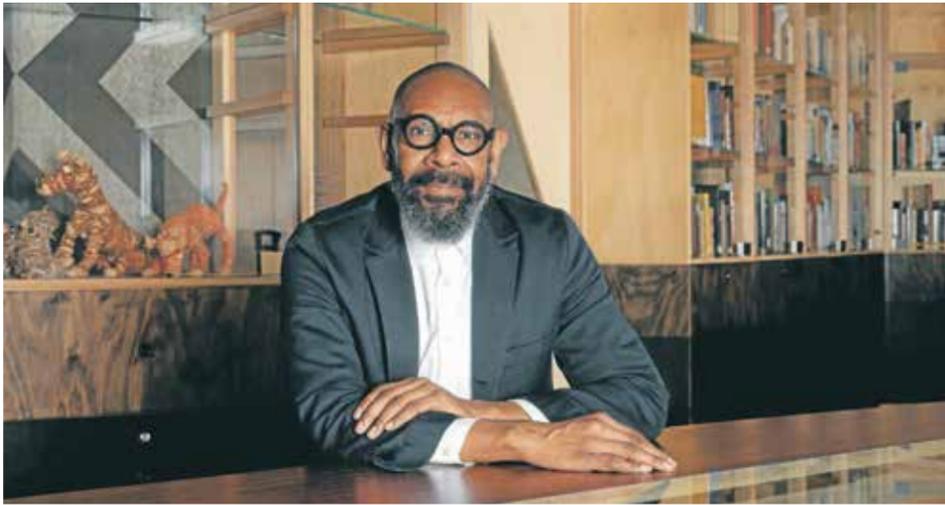
"I think the visibility of the hardship businesses suffered is so apparent to everybody; to visitors, to the people who've returned, but I am starting to see those green shoots." ●



Sean Car  
EDITOR

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ABORIGINAL MELBOURNE



# Celebrating National Reconciliation Week

WORDS BY *Ellen Blake*

The Koorie Heritage Trust is marking this year's National Reconciliation Week by partnering with the National Gallery of Victoria.

Koorie Heritage Trust chief executive Tom Mosby said National Reconciliation Week, which runs from 27 May to 3 June, offered an opportunity for the broader community to reconcile with Indigenous Australians and the injustices of the past.

"It's about acknowledging the past and the reasons why the community faces some of the issues it does, such as a gap in education and health outcomes," Mr Mosby said.

"It's about understanding and trying to bridge the gap."

The centrepiece of the Koorie Heritage Trust's Reconciliation Week program is *The Rivers Sing* artwork, which has been commissioned for Melbourne's new winter arts festival RISING.

The large-scale sonic artwork was composed by acclaimed Yorta Yorta/Yuin opera singer Deborah Cheetham AO, with artists Thomas Supple and Byron J. Scullin.

The piece will be performed at sunrise and sunset along Birrarung Marr from May 26 to June 6.

In the six-week lead-up to its performance, *The Rivers Sing* has travelled along the Birrarung and Maribyrnong rivers collecting and layering the voices of singers for the work.

The work aims to unite the urban environment with the landscape of the ancient meeting place.

Alongside *The Rivers Sing* piece, the Koorie Heritage Trust will also host artist conversations and cast a projection onto Federation Square throughout the week.

The theme of National Reconciliation Week for 2021 is "More than a word. Reconciliation takes action", which urges people to focus on taking action to achieve equality between indigenous and non-indigenous people.

Mr Mosby said too often the onus of reconciliation was put onto the indigenous community.

"It's up to non-indigenous people to actually do the work and put reconciliation into action," Mr Mosby said.

This year marks 20 years since Reconciliation Australia was established in 2001 ●

**For more information:**  
[korieheritagetrust.com.au](http://korieheritagetrust.com.au)

HEALTH AND WELLBEING

# Men's Health Week

*Men and families working together for men's health – June 14 to 20.*

Why is Australian male health so in need of attention? Why work on men's health?

Good question!

Because the health status of males in most countries, including Australia, is generally poorer than that of females.

More males die at every stage through the life course, more males have accidents, more males take their own lives, and more males suffer from lifestyle-related health conditions than females at the same age.

Meanwhile, men are less frequent visitors to general practitioners, and the perception is that they do not care about health or that health services are not well-prepared to interact with men effectively. But that's not what Men's Health Week is about!

Men's Health Week was started in the United States to heighten awareness of preventable health problems and encourage early detection and treatment of disease among men and boys.

In Australia, there were small and localised Men's Health Week events in Victoria and then in New South Wales from about 2000 onwards.

In 2002, the Second World Congress of Men's Health was held in Vienna where leading men's health organisations created the Vienna Declaration, which set out to establish:

- Recognising men's health is a critical issue and that there are health issues which only affect men.
- Promoting awareness of men's approach to health.
- Changing the way health care is provided to be more sensitive towards men's needs.
- Creating school and community programs which target boys and young men.
- Connecting health and social policies to better pursue men's health goals.

In Australia, Men's Health Week provides a platform for challenging and debating key issues in men's health and to raise the profile of men, their health outcomes and health needs around the country each June.

The Australian approach celebrates the strengths of men, the contributions they make and the important role they play in society. It is as much as week of celebration and engagement of men with a serving of health on the side!

Generally, men do not openly talk about their health and their role in society, fortunately, the ABC is currently running the "Australia Talks" survey ([australiatalks.abc.net.au](http://australiatalks.abc.net.au)) which can be used as a catalyst to spark your inner voice as to how you are feeling and thinking compared to the rest of the nation. From a Men's Health perspective this can be useful to start the conversation with family and friends.



Here are a few interesting facts from the Australia Talks survey around men's health and wellbeing:

- 38 per cent of Australian men have developed a better grip on their priorities since the pandemic.
- 25 per cent of the population report feeling frequently anxious. This figure was 21 per cent in 2019.
- One in five say their friendships have improved during the pandemic.
- Half of Australian men don't think men and women have a level playing field.
- 76 per cent of Australians rate themselves as happy.

Please take a moment to do the survey with other members of your family and see how each other vary!

If you have found the information in this article useful then I would suggest you reach out to a local organisation called "The Male Hug". The Male Hug run educational workshops and have loads of resources available for free ●

**For more information:**  
[themalehug.com.au](http://themalehug.com.au)



*Dr Mike Edgley*  
CHIROPRACTOR  
DOCKLANDSHEALTH.COM.AU

MISSION TO SEAFARERS

# Ten things you don't know about us

*There are many things you probably didn't know about the Mission and Seafarers, the work we do and those that we support... here are 10 of them!*



1. We dropped off a mobile phone to a seafarer in hospital who had had surgery that day as he lost a finger doing routine work.
2. Contracts for seafarers are on average for 11 months. Imagine not going home or touching land for that long!
3. A guy just went home after being abandoned on his ship for four years!
4. Shore leave is generally for four hours – that's when you can go ashore.
5. There are roughly 1.5 million people working on the oceans right now.
6. The Mission in Melbourne gave away more than 1500 beanies last years – can you please knit some for us?
7. The Mission building has a five-bedroom Manse and a three-bedroom cottage on the site.
8. Since 1857, we have been in more than 10 different buildings in Port Melbourne, Williamstown and North Wharf – this is our newest.

9. We have held weddings in the Chapel for several generations of families and people of all faiths.
10. The social club – Crew 717 is open to everyone to join and the benefits are amazing.

Drop in and see us and support the work we do in this lovely old building in Docklands.



*Sue Dight*  
CEO  
SUE.DIGHT@MISSIONTOSEAFARERS.COM.AU

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## HISTORY

## Ugly, but ferry reliable

*While not the most stylish vessel with its boxy design, this ferry (photographed sometime before 1929) was vital in carrying various civilians and dock workers across the Yarra from Spencer St to South Melbourne for around 40 years.*

Ferries of various shapes and sizes have been used to cross the Yarra since the 1830s, with the earliest being the rope-pulled punts, such as the one that ran at the site of Princes Bridge. The first steam ferry services in Melbourne (going to Williamstown) were launched in 1838, and by the 1850s a ferry service, licenced to Archibald Cook, carried passengers across the Yarra from Spencer St to Clarendon St in South Melbourne. While Archibald would boast in 1882 (*The Argus*, May 23) that he went through “28 years without accident”, he was less boastful about complaints of overcrowding that had occurred late in his service’s run. It also was strictly a passenger ferry, with no room for livestock or vehicles.

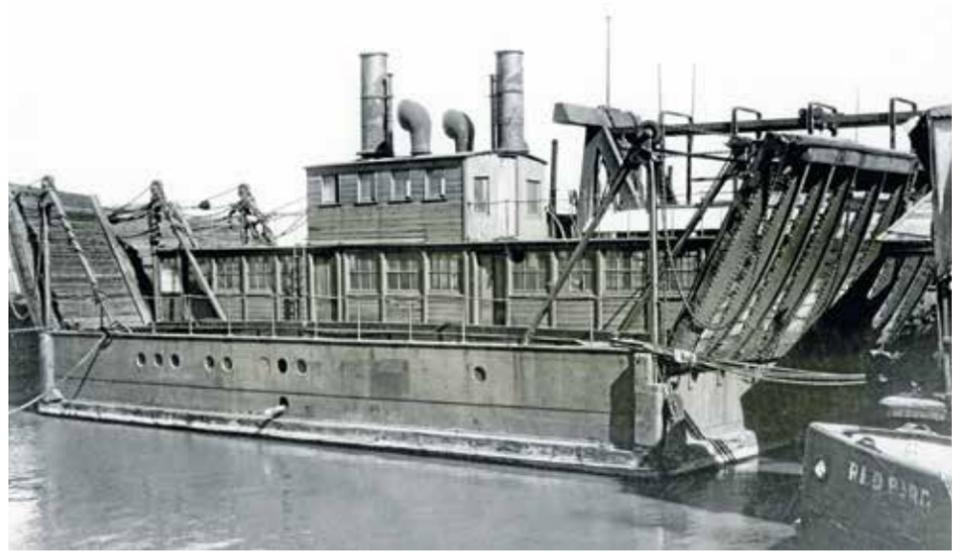
By 1883, the Harbour Trust got to work on the infrastructure required for a new ferry service, with excavation works for docks on the Spencer St end and the southern side of the river. In the meantime, the *Illustrated Australasian News* (June 13, 1883) reported that the new ferry would be square in shape, and “be of such beam that several loaded carts and wagons, irrespective of passengers, can be conveyed at once”.

In June 1884, the new steam-powered ferry was launched at Mr. Johnson and Co.’s Tyne Foundry, located on what would later be the Exhibition Centre site. Christened *Lady Loch* by Daisy Johnson, the daughter of the ship’s builder, it was described by Mr Bruce (a Harbour Trust member) as “a thing of use and not beauty” (*The Herald*, June 24). However, what it lacked in looks it made up for in size: it was 59 feet 6 inches (or more than 18 metres) long, and 36 feet 4 inches (or more than 11 metres) broad. Designed by Harbour Trust engineer W. M. Rennick (who supervised the construction of the Queen’s Bridge), the *Lady*

*Loch* had an iron frame, with a deck of Kauri pine. It was powered by boilers that worked at pressure up to 100lb to the square inch, and cost £9500. At either end was a moveable stage that was lowered by a steam engine to allow passengers and vehicles aboard. For those concerned that Archibald Cook was losing his livelihood to this new ferry, do not despair, he didn’t go home empty handed as the Harbour Trust paid him £860 to give up his licence and his ships.

The first voyage of the *Lady Loch* was on August 29, 1884, with the fare being three pence for a one-horse vehicle (or one shilling a day) and up to 1 shilling for four horses (or two shillings a day). A few hours into its first service, it had its first accident when it hit the South Dock too hard and caused the guard chains to come off. By 1885 *The Argus* (June 10) reported “unsatisfactory results” due to “imperfections in her machinery”. Despite the accidents, the *Lady Loch* provided a dependable crossing for those who didn’t want to waste energy crossing the Yarra by detour to any of the other existing bridges. By 1920 the ferry was still providing a service from 5am to midnight, reportedly hauling around 523 passengers during a 20-minute period, with many of the regular passengers being wharf labourers or coal lumpers going to the docks for work.

The ferry continued to receive criticism, especially by annoyed civilians who would prefer a bridge. One impatient South Melburnian expressed their frustration to *The Argus* (November 1, 1907), criticising the “lumbering ferry” for a 10-minute wait, and reminding everyone that despite the government setting aside £20,000 for a new bridge nearly 30 years prior, no progress had been made. This wasn’t the first or last such complaint, as since the



1860s the Victorian Government had been considering a bridge at Spencer St, going as far as running multiple design contests, yet for whatever reason the plans would be constantly shelved. It didn’t help that the aging boat continued to have mishaps, like in May 1917, when a cable snapped mid-crossing, causing the ship to run adrift for around 60 or so yards along the slow current before it was halted.

It was only in the 1920s that the authorities started to take the demands for a new bridge seriously, especially in response to traffic congestion. Initial borings were drilled into the Yarra in 1923, and while there would be further delays to construction, the ferry service was already on its last legs. The *Williamstown Chronicle* (July 21, 1923) reported that the ferry “was not showing a profit”. Strangely enough, while being a long-running Melbourne staple, there appears to be little fanfare or an exact date on the *Lady Loch*’s final trip. In a 1926 article about the government pushing for legislation on the new bridge, *The Herald* (October 4) reported the ship had “ceased running” sometime prior, with a motorboat service taking its place.

By May 15, 1928, *The Age* advertised that the *Lady Loch* was up for auction, and by June 26, 1930, *The Argus* displayed a photo of a workman swinging his hammer to tear apart “the old Spencer St ferry”. Any ferry service that did remain at Spencer St was discontinued as the new bridge opened in 1930.

The Spencer Street Bridge was a double-edged sword. While it did make the trip to South Melbourne and back easier for vehicles, it was also the beginning of the end for Melbourne’s docks as many Melburnians knew them. Not only did the bridge cut off the inner-city wharves to the rest of the river, but it also reduced an everyday sight of the Yarra to scrap metal ●



Ashley Smith

RESEARCHER  
ROYAL HISTORICAL SOCIETY OF  
VICTORIA

## DOCKLANDER

## Renzo is a Docklands institution

WORDS BY *Brendan Rees*

Renzo Mammolito’s passion for Italian food stems from a very young age.

Born in a small village called Martirano in southern Italy, he has fond memories of learning simple homemade classic Italian dishes under the influence of his mother.

Today, at 53, his passion and respect for fresh ingredients is still alive.

Mr Mammolito runs the popular Renzo’s Bar Café Italiano with his wife Anna in the heart of Docklands at NewQuay.

Located on the stunning waterfront, the restaurant specialises in authentic Italian cuisine and is one of the first eateries to open in the Docklands precinct.

“I love the culture, I love the people,” he said, since opening their doors in 2002.

“I come in; people are friendly. Local people are very good, [and] it’s close to the city.”

Over the years the restaurant has built a strong and loyal customer base with people drawn to its exquisite dishes in a warm and vibrant atmosphere.

The menu, which Mr Mammolito credits with his proud Italian heritage, includes delicious fresh woodfired pizzas, handmade pasta dishes, velvety risotto, and other expertly cooked fish and meat dish classics.

Mr Mammolito was 23 when he came to Melbourne for a holiday with his parents in 1990 to visit his adult siblings, which, he laughed had become a “long holiday”.

“I stayed with my brother for a while and ended up in St Kilda. My parents come here only for a couple of months for a holiday and

then they go back,” he said.

“I fell in love with the place.”

Before settling in Melbourne, Mr Mammolito always had his mind set on cooking.

After finishing school at 14, he studied hospitality for five years in Italy before travelling to Europe and working in some of the top restaurants in France and Germany.

“I was working with big hotels, cooking 1500 meals a day with a German company. A lot of good memories; a good lifestyle for a young man.”

In Melbourne, where he spoke little English at the time, Italian food, he said “wasn’t as well-cooked as it is now,” but now “the standard is unbelievable”.

He quickly set about working as a chef at Resati restaurant in Flinders Lane in the CBD before going onto Caffè e Cucina in Chapel St, Prahran.

“I was head chef at Toorak at a place called Carmines, then a place in Toorak called Café Latte,” he said before opening a successful restaurant with his wife in Armadale for six years called Café Renzi.

Mr Mammolito said they then became interested in the Docklands waterfront when a developer suggested “have a look”.

“We came and we set it [Renzo’s Bar Café] up. Any place near the wharf is very good,” he said. “Since then, we have invested our money and been here since.”

He said he was committed to developing a strong sense of community, and will never forget his roots in cooking traditional homemade Italian dishes.

“It’s been a pleasure to be part of the



Melbourne story. We’ve been here a long time. I got a lot of customers who have been coming since day one.”

“When they go to the football [at Marvel stadium], it’s like a ritual, they come here. It’s all about the experience.”

“We do fresh produce, we go to the market daily, and we do original Italian cooking.”

“It’s a little Monte Carlo, just a quarter of the price.”

In 2013, Renzo’s Bar Café was one of four local businesses to receive a commendation from the Lord Mayor, which recognised 10 or more years of operation in the City of Melbourne.

However, like many businesses at the mo-

ment, his had taken a turn in late May because of Melbourne’s lockdown following an outbreak of COVID-19.

Mr Mammolito said he had made the reluctant decision to serve takeaway only on weekends, conceding “there’s not much happening to be honest” during the week.

He hoped there wouldn’t be an extended lockdown like last year after he was forced to rely on JobKeeper payments to keep staff on.

Mr Mammolito said he aspired to continue his journey and keep providing young people with career opportunities with many going on to become chefs and opening up their own restaurants ●



SAMUEL

Biryani King (62 NewQuay Promenade). This is relatively new to the block, and the food has been quite tasty. My favourite is Chicken Dum Biryani.



KIRAN

Bhoj in Docklands (54 NewQuay Promenade). Dhaal Makhani dish is my favourite to try there, as it is rich in flavour and very close to the authentic taste I have tried back home in India.



LEONIE & GRAHAM

TAP (831 Bourke St), the service is great! Our favourite thing there is the good old Parma with a small serve of ribs.



ROB & CILLA

We go for our customised version of The Lot at Pizze Societe (2 South Wharf Drive) and the endless Yum Cha at The Gold Leaf (10-11 Star Crescent).

# Faces of Docklands

By John Tadigiri

*What local restaurant would you recommend? And what's your favourite dish there?*

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SPORT

## Bringing back Corporate Sports Leagues to Docklands

WORDS BY Jack Hayes

Coming this June, Xpress Sports will be operating Corporate Sports Leagues for the workers of Docklands and the CBD.

Its mission is to promote social interaction and physical activity through the power of sport.

Xpress Sports views sport as an important tool that can be used in numerous ways to support wellbeing, and strongly believe team sport benefits not only individual health, but also group cohesion and performance.

The team at Xpress Sports has been operating and managing sports competitions for the past 10 years and have now focused attention to counteract the decline in sports participation since COVID-19.

Its major focus now is to implement a program that allows for workers in the community to participate in a weekly sports activity, while ensuring a safe, fun, and friendly environment for all.

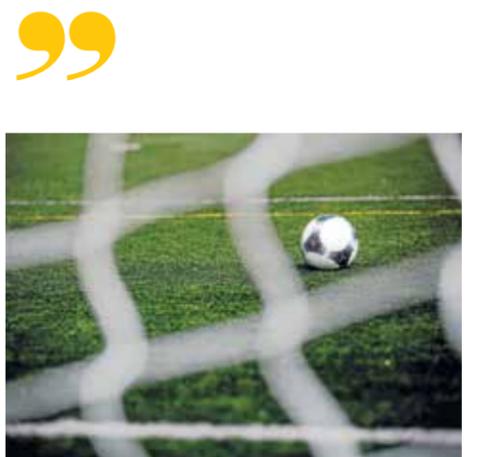
Multiple divisions will be available so whether you're looking for something competitive or a place to enjoy a laugh with your friends, Xpress Sports has the perfect league for you.

Soccer (Futsal), Netball and Dodgeball Leagues will be operating from the Docklands Sports Courts and Flagstaff Gardens weekly from Monday to Friday, 11am to 2pm, with dedicated venue managers and referees making experiences memorable.

Registrations are now open and required to be completed via the Xpress Sports website.

The team at Xpress Sports are very excited and looking forward to seeing everyone on the courts soon (pending COVID restrictions) ●

“  
*Soccer (Futsal), Netball and Dodgeball Leagues will be operating from the Docklands Sports Courts and Flagstaff Gardens weekly from Monday to Friday, 11am to 2pm.*



**For more information:**  
[xpresssports.com.au](http://xpresssports.com.au)

## Lower compliance costs for cladding

*If you know where to look (and who to look to) there are potential options for much lower compliance costs to rectify combustible cladding.*

The state of Victoria has the most buildings with combustible cladding, as the latest state audit figures show. The *Australian Financial Review* (AFR) reported last week that Victoria has 1610 privately owned buildings with ACP or aluminium composite panels.

The government has a target to rectify the facades of the most urgent buildings, starting with a list of 50 buildings to complete before the end of 2023. Unfortunately, the majority of those 1600 buildings will have to be rectified at the owners' cost as the government's \$300 million fund will not stretch far enough to compensate for all of the buildings.

However, full cladding removal is not necessary in all buildings, as the location of the panels and the installation of non-combustible concrete materials separating the combustible cladding from the rest of the façade can actually be considered an acceptable alternative solution under the Building Code of Australia.

The process involves a fire engineer and building surveyor to agree on an alternative solution, and then an application can be lodged with the Building Appeals Board to have the Municipal Building Surveyor (Council) and Fire Rescue Victoria sign off on the alternative solution.

Owners' corporations (OCs) that have been issued with an order or notice from the council



should engage a lawyer and fire engineer early in the process.

An example reported in the AFR shows that a simple 30-minute test conducted three times on 100 per cent polyethylene core panels taken from the building and separated by a metre-tall concrete slab representing the protruding panel separating the combustible panels and glazing, showed fire did not spread upwards.

The test showed fire was unlikely to jump between facade panels on a 24-storey Melbourne

apartment tower, because a one-metre-wide concrete layer separating the panels was sufficient to prevent the upwards spread of flame.

The test results showed that a Melbourne high-rise could stay safely be inhabitable with around \$40,000 worth of work instead of a \$4 million replacement of all combustible panels.

"We need to have confidence that it's safe to leave the cladding on," the managing director of consultancy Basic Expert Mr Jonathan Barnett said, who spoke to the AFR's Michael Bleiby.

"What it proves is that for many buildings we probably could leave the panels on."

Under that plan, the aluminium composite cladding would stay on the tower, with the exception of a first-floor section of 12 panels above a driveway that could be ignited by a vehicle fire. A new cover would also have to be built over the rear exit of the building to shelter exiting residents from falling debris if there was a fire.

The test, which cost around \$100,000 to stage, shows a way to bring much-needed nuance into consideration about rectification of buildings with combustible panels. Globally, little work has been done to conduct real-life tests of fire spread, as the burden of paying for them falls to the resident owners of the buildings.

But if enough tests were done on a wide enough pool of buildings, a database could be built up to inform policymakers and regulators about the best – and most affordable – remedy for residents, many of whom struggle to foot hefty cladding bills, Mr Barnett said.

"Until we have more information about how these panels burn, we're going to have to do more tests," he said.

"That catalogue of knowledge doesn't exist anywhere in the world." ●

*The test showed fire was unlikely to jump between facade panels on a 24-storey Melbourne apartment tower, because a one-metre-wide concrete layer separating the panels was sufficient to prevent the upwards spread of flame.*



Tom Bacon

TOM BACON IS THE PRINCIPAL LAWYER OF STRATA TITLE LAWYERS.

TOM@STRATATITLELAWYERS.COM.AU

### ABBY'S ANGLE

## They say a single moment can change your life

*Sometimes, your life can just be turned upside down, in what feels like the blink of an eye.*

You wake up happily enough, with above average expectations for your day, but then at some unexpected moment your life goes on a path you could never imagine or predict – and it's changed forever.

Sometimes it's exciting and exhilarating, a roller coaster of emotion that leaves you breathlessly anticipating the next turn of events – like the first splinter of realisation you have fallen completely in love, all your senses are heightened, and you live life for each delicious moment.

But other times, the catalytic change of direction is breathtaking in its devastation.

Ten years ago today, that moment happened. That moment that changes your life forever. Just six months prior, I had made a brave move to relocate myself and my six-year-old son to the country having purchased my first home. 10 years ago, my idyllic country life, my perfect plans for lovingly restoring a homestead, my intentions to preserve the history that had been housed by my walls for more than 100 years, all went up in smoke. Literally.

It was a cold and otherwise insignificant night, the night my house burnt down. My son and I were asleep, but I got us out in time. In time to stand on the nature strip in our PJ's and watch the windows explode, flames hungrily reach through the eaves seeking to destroy more and more. A cream house turns black in 15 minutes. I had carried my son out in time and had gone back into a dense black smoke-filled house and felt my way through rooms to rescue my pups as well. And there we stood, on the nature strip, watching everything we owned go up in flames.

For a long time after this night, my memory was like a silent movie. I didn't remember hearing anything that night, not the cracking timber, not the shattering glass, not the sirens of police, fire trucks and ambulance. But they were there. Our lives had changed, unexpectedly and forever.

But they had not changed in a way you might imagine. And not at the moment you might think. I'd never felt so lucky in my life. At the hospital, I still remember the intensity of that overwhelming gratitude as I held my son in my arms through the night. Our oxygen tubes tangled, our masks crunched together, but he slept in my arms. And holding that warm gently snoring child, I knew that nothing else mattered. And it's still that way today.

I have, and always will have, an appreciation for the simplicity of just being here. I am, and always will be, humbled by the kindness of strangers. I have and will continue to give as much to the community that helped us get back on our feet as I can. I have and will continue to volunteer in roles that support those in need. You see, in life we walk a tightrope and no matter how secure you think you've made things; they can change in a moment.

Appreciate every day. May the milestones of past traumas remind you of your strength and resilience. May we all be better, wiser and kinder for the unexpected turns life can deliver; may we see that simply surviving them is sometimes enough.

Stay strong, love each other ●



Abby Crawford

LIFE@DOCKLANDSNEWS.COM.AU

### CHAMBER UPDATE

## Vale Shane Scanlan

*I started writing this month's column with a very targeted focus on mental health. I personally lost my best friend to suicide last year.*

COVID lockdowns took her to a place she simply couldn't see herself recovering from and that was her answer. I was with her in hospital after the first attempt but couldn't save her from the second and final. If I ever want a good and proper cry, I can just look at her final note – "Sorry Shane, I just can't anymore, I love you, goodbye".

Just as I was drafting this I've learnt of the passing of Shane Scanlan, founder of the *Docklands News* and staunch advocate for this precinct. Others are better positioned to write memoriams of Shane and I'll gratefully respect that, but what it does lead me to – and this was the origin of this column – is the awful toll this crisis is taking on mental health and it's simply not being addressed.

We have decision makers clearly pushing down the wrong path and not being held accountable. The Chamber very rarely speaks politically but this issue needs addressing and while we're not a political powerhouse we are on the ground. If I hear one more business owner tell me they are at breaking point, or one more good friend tell me they need help I'm going to break down and just cry. Well ... just did.

I walked past the vaccination hub at the Convention Centre today seeing hundreds of people turned away because they hadn't booked. Vaccination is the ultimate control to this virus and Australia, one of the world's most advanced countries, is turning willing people away, telling them to book on the phone, which is offline, or that they are too young to have it yet. We should literally just be having nurses trawl down the wait lines, ID, jab, thanks, next.



*If I hear one more business owner tell me they are at breaking point, or one more good friend tell me they need help I'm going to break down and just cry.*



We have 30,000 people a day turning up to be tested, why aren't they being vaccinated at the same time? We are behind Laos, Palestine (in the middle of a war), Belarus, Moldova, Panama, Ecuador, Kazakhstan and just about every other country in terms of completed vaccinations and our lockdowns are taking lives – suicide, domestic violence, addictions.

Can we please have a leader stand up and say enough is enough? Fast forward this, make it happen, the public want to see the end of this. We'd literally line up at Marvel Stadium with our shirts rolled up and take a thrown dart to the shoulder if it meant the end of lockdowns and the end of the untold number of deaths due to mental health.

Goodbye Shane ●



Shane Wylie

MEDIA DIRECTOR

DOCKLANDSCC.COM.AU

DOCKLANDS Chamber of Commerce

# Pet's Corner

## A gem of a dog

“

*Seven-year-old little foxy Ruby is a great apartment dog, according to her owners Bob and Beata Bell.*

”



WORDS BY *John Tadigiri*

*Docklands News* met the trio at dusk on Monday, May 31 amid Victoria's latest COVID-19 lockdowns as they were out for a stroll along Victoria Harbour.

While the promenade is among her favourite walking routes, so too is a trip to the Port Phillip Ferries café next to *Cow Up a Tree* to sit around while Bob and Beata enjoy their coffees.

According to her owners, Ruby is also very fond of the beach and is delighted that Port Melbourne beach still falls within her five-kilometre radius during lockdowns.

“Even though she is small, she is very tough. She can walk up there [Port Melbourne beach] and back without any problem,” Beata said.

When asked if Ruby liked the water at the beach, Beata laughed and said, “no, she is afraid of water, she will dig holes in the sand, but she'll not go anywhere near the water!”

A “quiet dog” well suited to living in Docklands, her fear of the water is consistent with her love for the comfort of the apartment lifestyle.

According to her owners, while she may be afraid of some things, she was very protective of her owners when it came to potential threats such as other dogs, as well as window cleaners!

“Ruby is great living with us in the apartment,” Beata said. “She sits on the couch with us and loves it. She doesn't watch much TV, only a little bit and barks the other dogs and horses that come up on the TV screen.”

“She is very protective of us; she barks at the other dogs in the courtyard. At other times, she is usually very quiet.”

“She loves people more than dogs. She may bark at dogs but not at people ... except the window cleaners, who may sometimes suddenly appear outside the window; because she thinks they are trying to break in!” ●

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10 YEARS ON

## Looking back at Docklands News - 10 Years On

JUNE 2011 | ISSUE 65 |

DOCKLANDS NEWS

### Professor Adams is allowed to speak

*Docklanders attending last month's "D2" consultations got a rare first-hand glimpse into the thinking of Professor Rob Adams who is possibly the person with the most influence over the future of Docklands.*

WORDS BY *Shane Scanlan*

Prof. Adams is the City of Melbourne's city design director and is internationally renowned and acknowledged for revitalising the CBD over the past couple of decades.

The council won't allow Prof. Adams to speak with *Docklands News* about his views on our suburb. But, with the City of Melbourne playing an increasingly significant role in the future urban design of Docklands, Prof Adams is already setting the agenda.

The state's development authority VicUrban is more comfortable these days to take a back-seat in many of the joint discussions about the future of Docklands, as it recognises that the council will ultimately inherit the area.

In introducing the consultation with the community at the Hub on May 11, Prof. Adams spoke freely on many aspects of the Docklands of the future.

Significantly, he sees his task as integrating Docklands with the rest of the city.

He posed the question: “How will we know when Docklands is truly a part of Melbourne?” And then went on the answer:

“When you're not conscious about moving from one part of the city to the next – when it's just another part of the city.”

“That's when Docklands will have arrived,” he said.

“That's not going to happen in the next decade. Cities don't change that quickly. But it will happen eventually and there will be a seamless transition from one part of the city to the next.”

He then went through a series of topics that the council wanted to consult on.

“Not only will you have the new experience of the water and water-based activities, but there are other experiences that you will expect to find in Docklands.”

“There will be some more intimate experiences and activities over and above the general 'eight-to-five' business and residential offerings. There will be recreation and leisure activities as well.”

“Docklands is the place we want people to come and visit as an interesting and exciting place. Not because there is some event is on here, but because the actual life that occurs here is something they are attracted to.”

In answer to a question about the lack of open space in Docklands, Prof. Adams replied that Docklands had more open space than most places.

He said most cities had 60 per cent buildings and 40 per cent public realm.

“Here it is almost the opposite,” he said. “Our challenge here is to look at the spaces we've got and reconfigure them.”

“There's too much of the same sort of space. There's too much 30 metre wide waterfront and not enough of some other sort of spaces, such as where you can kick a football.” ●

## BUSINESS

## Shall We Coffee? We Shall!

*Step off the footpath from Waterfront Way and into a new world of coffee appreciation with the team at Shall We Coffee: the café where making coffee is both an art and exact science.*

WORDS BY *Jack Hayes*

Nestled on an island store between China Bar and Empire Asian Supermarket at The District Docklands, Market Lane, Shall We Coffee has quickly become a favourite among Docklanders, with some claiming it as the “best coffee in Docklands”.

Shall We Coffee was founded in late 2020 by Danny Tan and Angie Lin, both of whom have worked in the industry for years and locals may remember from NewQuay café Cocobei.

The pair brings a revitalised energy and approach to their latest venture, which sees coffee meet science with the use of their new filter siphon technology.

“We wanted to bring something special and unique to Docklands – something that no other café is doing – which is siphon coffee,” Ms Lin said.

“It was an idea I originally put forward to Danny to see how it would be received and possibly take this approach to coffee competitions.”

“The response from locals has been amazing. They have been really curious to learn more about the technique and try our different roasts.”



According to Ms Lin, the siphon coffee method dates back to 1800s Germany, where its aim was to create a new brewing coffee using vapor pressure and, well, to design a more appealing brewing tool.

The process of producing siphon coffee is as mesmerising as it is exact, with a siphon coffee pot consisting of two chambers, one on the bottom and a coffee brewer on top.

Water then boils over a radiant heater to 100 degrees into the bottom chamber, creating water vapour and pressure, forcing it to the top chamber to brew the coffee grounds.

You then remove the siphon brewer from heat, and the opposite occurs: the cooled-down bottom chamber draws out the liquid from the

upper chamber and the liquid is drawn back down to the bottom chamber, passing through a filter, leaving the coffee grounds behind.

“It is more like a performance and a show. It isn’t often you see your coffee brewed this way right in front of you at our barista bar,” Shall We Coffee duty manager Lin Lin said.

“When people see the orange glow from our radiant heater, they are immediately drawn over to our counter to see what is actually going on. Then we have the chance to explain this way of producing filter coffee and teach them about the history.”

“So far, the reception has been great. We have people coming to us and saying that we are the best coffee in Docklands. We feel so honoured



and try keep the standard every single day.”

Although the siphon technology is a feature of its store, Shall We Coffee has all of the usual features of your “traditional” café offering a range of machine brew coffees, pastries and teas.

You will find the team at Kiosk TM-G-K04 7.30am to 5pm, Monday to Friday, and 8am to 5pm on weekends •

**For more information, visit [shall-we-coffee.square.site](http://shall-we-coffee.square.site)**

## Quality, relationships and nature: the Gowrie way

WORDS BY *Jack Hayes*

As you’ll find when visiting their second-level location at Seafarer Lane, gravitating around an enormous, fully established garden and playground, Gowrie at The Harbour is anything but your standard childcare centre.

With an emphasis on connecting children with the world around them, Gowrie’s ethos is a simple one: every interaction with a child is a chance to educate.

“Quality education is a rich and empowering environment for young children, where they have a lot of choice and autonomy,” said Gowrie at The Harbour manager, Rukmini Bose-Rahman.

“It is about a variety and diverse way in which they can learn. Every child is an individual and we cater an inclusive environment so they can learn to their optimal level.”

Gowrie at The Harbour run an indoor-outdoor program all day, every day regardless of the weather, as they see a child’s environment as one of the key tools in early childhood education.

According to Gowrie educational leader Kristie Dowell, the growth and development of a child’s brain in their first five years was unlike that of any other period in their life.

That is where the expertise and training of their 50-strong staff are put into practice, providing a safe and nurturing environment for all children.

“Gowrie as an organisation uses evidence-based methodology for teaching young children. Language as one of our areas of priority focus as evidence suggests the richer the child’s language exposure is at an early age, the better academic success they will have right throughout their life,” Ms Dowell said.

“It isn’t about teaching ABCs and one to 10s, it’s about having an environment that is rich with opportunities for vocabulary and varying types of language. Our educators are trained in



using a few different strategies that enhance that.”

“All of our thinking will start with that language base and how we can introduce more words and create two-way conversations.”

According to Ms Dowell, Gowrie use an Abecedarian approach facilitated by training from the University of Melbourne which they then train their educators in.

The Abecedarian approach has a 40-year history of evidence and research and is used extensively across the globe.

Along with the capacity for 135 children across nine rooms, you will find a full-time, fully qualified chef, preparing a range of meals ranging from the children’s favourites like fish tacos and lasagne, to vegetarian curries.

“It is very child centred, as our chef makes it so the children can serve themselves and choose which part of the meal they’d prefer,” Ms Dowell said.

“It isn’t just a meal being presented to the child, they are part of the process and given utensils to serve themselves. With meals and throughout our whole program, there is a lot of autonomy given to the children.”

According to Ms Bose-Rahman, Gowrie welcomed a host of new local families in 2020 with a range of culturally diverse backgrounds.

So much so, they have 15 different languages spoken among their staff, enabling children of all backgrounds to be matched with an educator who can speak with them in their home language.

The team at Gowrie have been working closely with La Trobe University to train their educators in teaching children on the spectrum, focusing a program that is about target and explicit teaching.

With many of the children at Gowrie locals to the area, Ms Dowell and her team have placed a huge level of importance on teaching through sense and touch, utilising their outdoor space at the centre, as well as regular excursions into the community.

“With such an urbanised environment, we are so pleased to be able to provide a space like this for the children and instil a sense of responsibility for the environment that is outside of their own little world,” Ms Dowell said.

“These children have a huge burden on their shoulders to be the catalysts for change. We try to instil a love of being here without the anxiety of why we need to care for our environment. From their perspective, it has been amazing because we regularly have owls or currawongs come to visit, that’s the value of caring for it [the environment] for them.”

Gowrie at The Harbour has a longstanding partnership with the Docklands Community Garden lasting more than 10 years, allowing the children to interact with volunteers and develop crucial social skills at an early age.

“Research shows that risk adverse children are subject to several detrimental long-term impacts. It is about believing that children are capable and have an understanding of what their own limitations are and how to push themselves to the next stage of their potential without hurting themselves,” Ms Dowell said •

**For more information, visit [gowrievictoria.org.au/childrens-programs/docklands](http://gowrievictoria.org.au/childrens-programs/docklands)**

## 是时候讨论“僵尸桥”了

墨尔本港(PoM)重申了在Bolte桥前建造一座低货运桥梁的愿望，以连接该港不同的码头部分，当地居民和商家长期以来一直认为，这将扼杀Docklands港区的活力。

Sean Car

在此之前，联邦预算中投入了20亿澳元用于新的墨尔本多式联运码头的初期投资，PoM首席执行官Brendan Rourke表示，

这是连接墨尔本港口与内陆铁路所迈出的“积极”一步。

紧随其后的是维多利亚州政府的预算，但是该预算却无法解决Yarra Edge居民长期困扰的问题，即是否将建造拟议的通往Fishermans Bend的电车桥梁。

墨尔本客船协会主席Jeff Gordon先前曾将这两座货运桥和有轨电车桥描述为“僵尸桥”，并且“一再被提出”，这两座桥共同构成了阻碍船只进入港区，对Docklands将产生重大影响。

Rourke表示，联邦政府的资助，在Bolte桥附近修建一座6至8米高的桥梁，连



接Webb码头和Swanson码头的货运线路，对于满足PoM港的长期需求“至关重要”。

Rourke告诉本报：“内陆铁路与港口的连接，包括与Webb码头的直接货运连接，对于满足消费者和企业的长期需求至关重要。”

“墨尔本港还在Swanson码头区的港口铁路改造项目中投资超过1.25亿澳元，以增

加港口铁路容量。”

去年10月发布的墨尔本港2050发展战略还包括开发Webb码头货运线路，该战略称此货运线路对“集装箱贸易非常关键”，这将与州政府合作，在2030年前交付。

该战略指出，“像北Webb集装箱码头和Webb码头货运连接这样的项目可能需要长达13年时间开发和交付。这些项目的工作需要立即开始，以确保能够支持未来贸易所需的基础设施。”

虽然州政府的2018年Fishermans Bend框架提到了“未来潜在的高架货运道路/铁路走廊”，但州交通基础设施部部长Jacinta Allan拒绝证实州政府对此的兴趣。

本报了解到，墨尔本港最近与州政府和墨尔本市政高层人士会面，他们会继续努力确保建立这条货运连接。

## 市政投资水道 客船运营商不满

墨尔本市政向Docklands港区水道投资330万澳元，作为其预算的一部分，但这只会更进一步激起客船运营商的愤怒，因为他们将面临被赶出维多利亚港。

Sean Car

作为5月25日宣布的预算的一部分，市政议会表示将投资超过330万澳元用于激活和改善Docklands航道的项目，其中包括190万澳元用于更换墨尔本市中心游艇码头(Melbourne City Marina)的大型泊位。

市长Sally Capp表示：“这将允许很多船只可以停靠以进行公共展示，包括以前的边防舰艇和海上牧羊人(Sea Shepherd)船以及Tall Ships Victoria船。”

市长表示，该基础设施将在维多利亚港区域创造更多休闲机会，帮助居民、企业和游客充分利用Docklands临水区域的潜力。

Capp市长说：“我们希望在Docklands



增加划船、钓鱼和皮划艇的机会，并更好地利用这美丽的维多利亚港和Yarra-Birrarung。”

“很长一段时间以来，我们的城市都放弃了这个水道，目前这项投资是使这些区域恢复生机重要的早期步骤。”

虽然水道的融资对Docklands港区来说是个好消息，但客船运营商抨击了让澳大利亚码头(Australia Wharf)成为Docklands港区商业运营船队基地的计划。

市长表示，作为2021-22年预算的一部分，市政将为这个为期两年、耗资130万澳

元的项目投资86.42万澳元。

市长说：“客船运营商都是充满热情的专业公司，每年可接待约95万名乘客。对这些项目设施的投资，在建设期间会创造就业机会，也可为当地企业提供持续的机会。”

“我们希望保护住宅区的安宁和舒适，同时最大限度地利用水运、旅游和港区的海洋遗产。”

但是墨尔本客船协会(MPBA)主席Jeff Gordon说，客船运营商以及居住在澳大利亚码头附近的当地居民长期以来一直反对这一计划。

今年1月，维多利亚发展局在维多利亚港8号码头招标新建一个新的轮渡和客船运营商枢纽，该枢纽目前是菲利普港渡轮(Port Phillip Ferries)玻璃温室和Cow Up A Tree雕塑的所在地。

2019年中央码头关闭，客轮泊位变得越来越少，Gordon先生告诉本报，客船运营商长期以来一直要求留在维多利亚港的滨海大道，但出于私人利益还是要被迫“挤出”。



## 新五星级酒店即将开业

David Schout

一家新五星级酒店将于6月在New Quay开业，成为Docklands港区第二座高档酒店。

墨尔本Docklands港区万豪(Marriott)酒店位于海滨大道，设有189间客房，五个会议和活动空间以及一个位于屋顶的公共无边游泳池。

坐落在Docklands港区的这家新酒店，声称可提供横跨墨尔本CBD天际线、Bolte桥、Port Phillip港湾和Hobsons海湾的“一览无余的全景”。

由开发商Capital Alliance建造的17层双

塔也将设有住宅公寓。

这将是Docklands港区第二家五星级酒店，仅次于La Trobe街上于2016年初开业的Peppers Docklands酒店。

位于15层楼的28米无边游泳池，是新加坡著名的海湾金沙(Marina Bay Sands)酒店无边游泳池的微型版本，也将向公众开放。

这个耗资2亿澳元的项目早在2017年就得到了墨尔本市政和州规划部长Richard Wynne的批准。

现任副市长兼市政规划主管Nicholas Reece当时说：“这将是一个真正吸引人们来到Docklands港区打卡的地方。”



## 拆除中央码头迫在眉睫

Sean Car

期待已久的中央码头(Central Pier)振兴计划的第一步已经有了希望，州政府在最近的预算中投资了300万澳元，用于概念设计和拆除再开发的商业案例。

由于中央码头的关闭导致Docklands港区每年失去100多万游客，政府的资金承诺是决定其未来用途的重要第一步，该区域看起来正在从COVID疫情中恢复过来。

中央码头的业主维多利亚发展局去年12月宣布，已向维多利亚遗产局提出申请，要求拆除该码头不相连的西端，同时为拆除工程进行招标。

维多利亚遗产局的一名发言人上个月告诉本报，该申请仍在评估之中，“预计很

快会做出决定”。

与此同时，维多利亚发展局开发区负责人Geoff Ward表示，目前正准备在今年下半年开始在中央码头上开展一个社区参与的活动。

他说：“我们正在制定一项计划，就中央码头的重新开发与利益相关者和社区进行广泛的咨询，并继续推进规划和设计工作，以制定该码头的未来计划。”

“咨询是下一步重新开发的重要过程，目的是为维多利亚港和中央码头建立远景，作为Docklands港区持续发展的一部分。”

“我们正在等待维多利亚遗产局的批准，拆除中央码头的西端。在此期间我们希望今年晚些时候能开工。”

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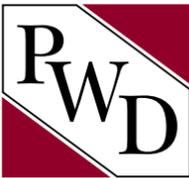
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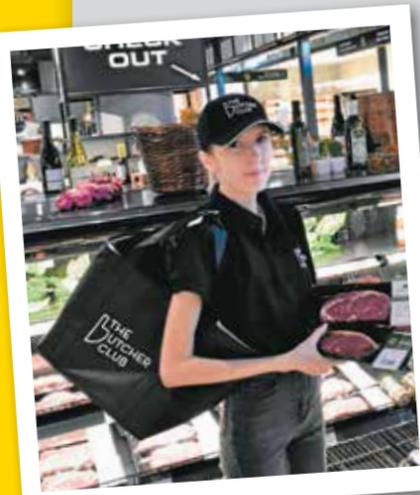
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The District Docklands

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Jessica

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And for meat lovers, you can pick up some of the best cuts of beef in store including Meltique Beef, Cape Grim pure beef from Tasmania and Pure Black grass-fed Angus beef.



Kiern

Meet Kiern, store manager at  
**Fish Pier Docklands.**

Their passion for fresh starts with each day's visit to the wholesale fish markets! The early mornings are totally worth it, bringing you fresh, cleaned and de-boned, cut and packaged fish and seafood, ready-to-go, straight to your kitchen and plate!

Speak with Kiern and her team for tips on how to prepare delicious fish at home. Or pick up fresh oysters from some of the best suppliers in Coffin Bay, the Sydney Rocks and Tasmania, shucked in store and in front of your eyes daily.

Meet Andrea, one of the proud owners and managers of  
**Gourmet Deli House.**

Sharing their passion for fine food with the local community, Gourmet Deli House not only bring you the finest quality wood smoked butchers' smallgoods, but also carry a variety of local and imported cheeses.

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Andrea

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