

DOCKLANDS NEWS

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Puzzles & Trivia P25



Cheers to local legends
Photo by John Tadigiri

After nearly four years of wonderful service to the Docklands community at the Off With The Ferries cafe on Harbour Esplanade, it was with a heavy heart that the Khoury family said farewell to locals last month. *Full story on page 11.*

“Zombie” freight bridge reappears in latest Fishermans Bend strategy

WORDS BY Sean Car
PLANNING

A long-touted freight bridge running parallel to the Bolte Bridge, considered a “killer” for Docklands, has shown up again in the state government’s latest strategy and revised planning controls for Fishermans Bend.

The state government reaffirmed its commitment to delivering a “world-class” design, engineering and advanced manufacturing precinct in the heart of Fishermans Bend through the release of new plans last month.

Minister for Business Precincts Martin Pakula launched the Advancing Manufacturing – the Fishermans Bend opportunity statement on September 1, outlining five key priorities for the Fishermans Bend National Employment

and Innovation Cluster (NEIC).

The Employment Precinct is located within the City of Melbourne and is bound by Lorimer St and the Westgate Freeway. In 2016, the state government purchased the former General Motors Holden (GMH) site on Salmon St for what it hopes will form the nucleus of the NEIC.

To facilitate its vision, which “supported by major investments and planning approvals” that the government expects will attract key investors and major partners to the precinct, new interim planning controls to guide development were also announced on September 1.

But of concern to Docklands, was the return of a “potential freight link” on page 16 of the government’s statement, which has long been floated as solution to connect the two disparate parts of the Port of Melbourne between Webb and Swanson Docks.

Continued on page 4.

“A really special precinct”: Maritime trail edges closer

Plans for a trail to celebrate Melbourne’s maritime history has received “significant support” from key stakeholders and the community.

WORDS BY David Schout
COUNCIL AFFAIRS

A joint state and local government study investigated options for a heritage trail along the Yarra River, which would both connect existing maritime properties as well as recognising Aboriginal maritime heritage.

Of the 270 respondents, which included those with seafaring connections, a “considerable number” were in favour of a maritime trail precinct.

The trail could be built into the City of Melbourne’s \$300 million Greenline project.

Establishing a maritime precinct as a “trail” was favoured over using an individual location, and it was found that the heritage-listed Mission to Seafarers (MtS) building at North Wharf could play a pivotal role as the trail’s “headquarters”.

Cr Rohan Leppert said it was a part of Melbourne’s history that deserved better recognition.

“This is a really special precinct,” he said at a September 21 Future Melbourne Committee meeting.

“We are sitting on something so magical that is under-realised in terms of its tourism and economic potential. But it’s just that layer of history, that Melbourne can tell a maritime story that is known to many but could be known to so many more. It’s not just a post-colonial heritage – it goes back tens of thousands of years. And it is something that government could do a lot more to interpret and celebrate.”

A maritime trail could include, from east to west, Sandridge Bridge,

Enterprize Park, Seaworks, Batman Park, Polly Woodside Park (plus ship/museum), across Seafarers Bridge into Seafarers Rest Park, Mission to Seafarers, refurbished crane and Goods Shed.

The trail could then continue along Australia Wharf, then to North Wharf and Victoria Harbour where the current heritage fleet (*Alma Doepel*, *Enterprize* and steam tug *Wattle*) is berthed.

Cr Leppert said the “precinct as a trail” concept had a “lot of legs”.

The Melbourne Maritime Heritage Network (MMHN) has for more than two years advocated the creation of a waterways maritime trail, with both the Mission to Seafarers and soon-to-be-built Seafarers Rest Park at its heart.

“[We’re] pleased the study recognises the opportunity to elevate the status of maritime heritage by creating a heritage precinct aligned with the Greenline project through Seafarers Rest Park, and the adjacent MtS building,” MMHN director Martin Dixon said.

However, Mr Dixon said the proposed precinct should be extended.

“We’d like to make the point that, in our minds, this heritage precinct extends from Birrarung Marr right along the river and should really incorporate all of the Victoria Harbour precinct, right around to Ron Barassi Snr Park.”

Future of the Mission

The second aspect of the study focused on the future of the heritage-listed Mission to Seafarers building on Flinders St.

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“A special precinct”: Maritime trail edges closer

Continued from page 1.

The report found that the state government-owned building, built in 1917, required “significant capital investment by the Victorian Government to ensure its longer-term functionality, operational excellence, compliance and amenity”.

However, the council resolved to work with the government to determine the best future use of the building, and advocate for funding to upgrade it.

Cr Leppert spelled out the situation as it stood.

“There’s been a lot of difficulty in finding a future use of the Seafarers building that can ensure its upkeep is looked after. We know that, and we’re not in a position unfortunately to weigh in and provide that support here and now. But I do hope a whole-of-government approach, that carefully considers the future of the building, and that can clearly have a plan in place that includes the Victorian Government contributing to funding the upkeep of that building will see [the Mission to Seafarers] be the centrepiece of this precinct as a trail concept that we might be developing going forward.”

The report also found that the Mission was not of significant size to accommodate a maritime heritage museum.

Ross Brewer, chairman of Offshore &



We are sitting on something so magical that is under-realised in terms of its tourism and economic potential.

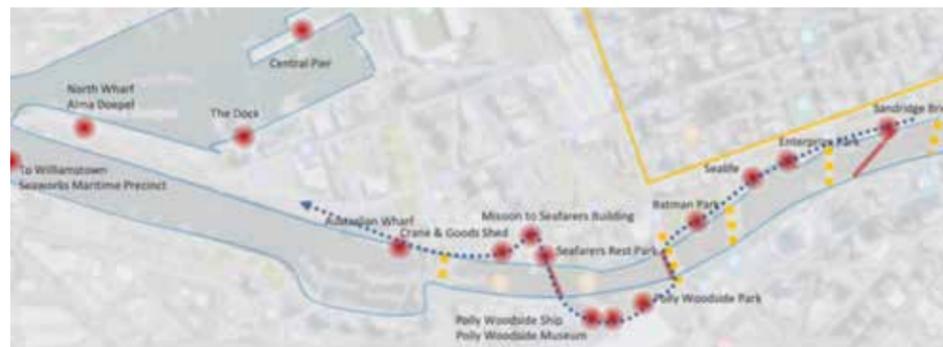


Specialist Ships Australia (OSSA) located at the Mission, said while the building was “tired” and “needed doing up”, it should remain an iconic part of the city.

“This building is iconic — Melbourne has a real treasure here,” he said.

“Through its door, there would be tens of thousands of seafarers that would have passed through there over the 100-plus years of operation. The combination of the building and the seafarers is something that Melbourne has to have a lot of pride in, and this paper goes a long way to supporting this development well into the future.”

The building includes a consecrated chapel, courtyard, domed room, hall and other multi-functional smaller spaces ●



▲ A diagram highlighting the key landmarks in a maritime trail as part of Greenline.



Check out our new website!

COMMUNITY

We’re excited to unveil our refreshed *Docklands News* website – a cleaner and easier to navigate experience for our readers to enjoy the same quality hyperlocal content from our monthly newspaper, online at docklandsnews.com.au

Docklands News was first published in print and online 2003 and during nearly 20 years of service to the local community, the newspaper has become a regular feature in the lives of residents and businesses.

While the print edition offers direct service to those within postcode 3008, articles and contributions published online are our passage to those outside of our community, raising awareness of local issues and lifting the profile of our ever-evolving suburb.

Following significant upgrades, the new *Docklands News* website aspires to do just that by providing a modern, mobile-friendly platform for local residents and businesses to continue having their voices heard.

With archives spanning back to our earliest editions, we invite readers to jump online and explore latest news, history and much more! We would love to hear your feedback.

For all editorial and marketing enquiries relating to the new website, please get in touch at admin@hyperlocalnews.com.au ●

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Our beloved Star to shine in Docklands no more

Docklanders were forced to say farewell to their much-loved Melbourne Star Observation Wheel last month, which has become the latest casualty of the COVID-19 pandemic.

WORDS BY *Sean Car*
BUSINESS

Despite suffering more than its fair share of hiccups since first opening in 2008 as the “Southern Star”, the Melbourne Star’s past six years of consistent operations saw it catapult into becoming a popular attraction and an icon for our city.

But following Victoria’s ongoing COVID-19 lockdowns, a statement from Melbourne Star’s owner MB Star Properties Pty Ltd on September 6 confirmed that it would be closed permanently.

“It is with a heavy heart that the directors of Melbourne Star, Melbourne’s giant observation wheel at Docklands, today announce the iconic attraction will close permanently and the operating company, MB Star Properties Pty Ltd, will be placed into liquidation,” the statement read.

“The giant observation wheel has been a part of the city’s skyline for more than 15 years, during which time it has welcomed more than 300,000 visitors every year, with international and interstate tourists making up 45 per cent of the business.”

“Unfortunately, the global COVID-19 pandemic and subsequent travel restrictions and sustained shutdowns, adding to pre-existing challenges of operating amid increased high-rise development and changes in the Docklands area, has made it impossible to sustain the business.”

“We thank our staff, and all Victorians in-



▲ (Left) Melbourne Star shines over Docklands.

cluding our partners, suppliers and supporters for enabling the Melbourne Star to provide a world-class experience for millions of people from around Australia and the world.”

The statement also said that the company’s directors were “absolutely committed to doing the right thing” by its dedicated staff and had arranged to ensure all its employees would be paid their full entitlements.

Andrew Hewitt of Grant Thornton has been appointed liquidator and he began work following the announcement.

After originally opening in 2008, the Star initially only operated for five weeks before cracks appeared in the structure’s bracing. Following a redesign and another major safety incident when it broke from its restraints in 2011, the Star finally reopened five years later at the end of 2013.



▲ Victorious at the 2020 Docklands Business Awards.



▲ Melbourne Star’s beloved mascot Melbie Bear.

Under the new ownership of its original Japanese designer and builder the Sanoyas Group, business improved after being purchased from original owner ING Real Estate for an estimated \$60 million.

In February 2020 it won the award for best large business in Docklands, as well as the arts, entertainment and attraction category in the Docklands Business Awards hosted by the Docklands Chamber of Commerce.

In February this year, just a few months after reopening from a 231-day closure during Victoria’s second wave of COVID-19, Sanoyas Group sold Melbourne Star to Swiss company Robu Group, which operated the business under MB Star Properties.

It is not yet known what will become of the attraction with liquidators to decide whether to dismantle the structure.

The Age reported on September 21 that a creditors report filed with the Australian Securities and Investments Commission (ASIC) had shown that the Melbourne Star had accumulated more than \$3.9 million in debt. This figure is expected to grow.

Its general manager Nicole Hill had told Docklands News in June that the ongoing lockdowns had proven “extremely tough on us as a business”.

“As always our first focus was our staff, we have more than 35 permanent staff and were able to continue to support them and provide work to keep them engaged over this time,” she said.

Its permanent closure is a sad end to what represents a huge loss to the Docklands community, with the Melbourne Star having achieved so much for the local area during its years of operation at The District Docklands.

Led by Ms Hill, the Melbourne Star team has provided so many highlights and activations for Docklands and Melbourne over the years and many Docklanders took to social media last month to express their hopes that another operator would take it on.

But what it seems will be missed the most is the absence of its “beautiful lights” from our night sky in Docklands.

“Docklands already feels empty without the lights! Such a shame,” one person wrote in the Docklands Community Hub Facebook group.

Others said, “This is so upsetting and sad. The colours have been so magical right through the lockdowns. This is Docklands symbol” and, “Yes, I am feeling so sad. I am hoping someone will buy it and rescue this amazing Melbourne icon. We really enjoyed the colour and patterns every night.”

Docklands News thanks the Melbourne Star Observation Wheel team for its wonderful contribution to Docklands and Melbourne, and its valued support and collaboration with this newspaper over many years.

What will you miss the most about the Melbourne Star? Share your thoughts and memories with news@docklandsnews.com.au ●

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“Zombie” freight bridge reappears in latest Fishermans Bend strategy

Continued from page 1.

Local residents and businesses have long argued that the already-mooted design of such a freight bridge would kill the viability of Docklands by cutting off its waterways.

As reported in the June edition of *Docklands News*, Port of Melbourne (PoM) CEO Brendan Bourke reiterated the port’s desire for the freight bridge, which would see a six- to eight-metre-high bridge constructed adjacent to the Bolte Bridge.

“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 Bourke 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.

Minister for Transport Infrastructure Jacinta Allan recently refused to confirm the government’s interest in the project and outside of appearing in recent strategies for Fishermans Bend, it has remained tight-lipped.

And of further concern for many Yarra’s Edge residents, the proposed tram bridge between Collins Wharf and its precinct also reappeared in the strategy as the “proposed route” linking the CBD with Fishermans Bend.

Yarra Residents Action Group chairman Keith Sutherland said it was “time for honest answers” from the state government about the two “zombie bridges”.

Mr Sutherland has reiterated calls for the government to consider the “cheaper” and “less disruptive” concepts such as an immersed tube underneath the Yarra, as seen in other cities including Hong Kong and Istanbul, as well as trackless trams.



▲ A graphic highlighting a “potential freight link” (dotted pink arrow) running next to the Bolte Bridge from the state government’s recent “Advancing Manufacturing – the Fishermans Bend opportunity statement”.

“The ongoing saga of zombie bridges has been going for years and sadly this has not been addressed by the past few governments,” he said.

“The tram bridge idea across the Yarra was suggested by the previous Liberal government but the Andrews government has allowed this uncertainty to fester under its administration which has not been fair on businesses, residents and boat owners.” Now we have further uncertainty with the freight bridge adjacent to Bolte Bridge as identified in the latest report.”

“It has been grossly unfair to all stakeholders that the uncertainty of zombie bridges has been allowed to be unresolved over many years. Enough is enough.” We support the redevelopment of Fishermen’s Bend which we believe is one of the most exciting new projects in Australia. It’s time to look beyond the square and look to the future not the past.”

The NEIC in Fishermans Bend is expected to

be home to at least 40,000 jobs and more than 20,000 students by 2050 across key industries including aerospace, transport, defence, creative industries and clean energy.

With the University of Melbourne having already purchased a portion of the GMH site for its new engineering and design campus, which is expected to open in 2025, Mr Pakula said Fishermans Bend presented a “one-in-a-generation” opportunity.

“Powered by new technologies and world-leading engineering and design, Fishermans Bend presents a once-in-a-generation opportunity to build a precinct that creates jobs for Victorians and produces solutions for the world,” he said.

The precinct is already home to large companies and organisations including Boeing, Siemens, Australian Road Research Board (ARRB), Black Magic Design, the Port of Melbourne and the Australian Government’s Defence Science and Technology Group.

The Fishermans Bend Development Board

chair Meredith Sussex said partnerships within the precinct would form “critical steps” in realising the ambition of what she described as a “global opportunity”.

Supported by a \$179.4 million investment in the 2021/22 Victorian Budget, the plan announced this month prioritises a “bringing to life” of the “catalyst” GMH site, while its other four key priorities focus on connectivity, a “green network”, civic boulevards and urban design.

With Fishermans Bend’s road network originally designed with freight in mind, connecting the precinct to the CBD and surrounds through active means of transport continues to prove a major hurdle in maximising the area’s potential.

While the government has yet to make any firm funding commitments towards creating a tram link to the CBD, its latest plan again references the proposed tram bridge over the Yarra River through Docklands, which is still understood to be its preferred route.

A “potential” underground passenger train service, known as Melbourne Metro 2, is also included.

Mr Pakula said the “new Fishermans Bend” was taking shape in other ways with a pilot project for a green spine and cycle connection corridor along Turner St to be delivered in partnership with the City of Melbourne during the next year.

With the University of Melbourne one of the precinct’s major tenants, Minister for Planning Richard Wynne also announced the approval of the proposal for a new Engineering and Design innovation campus on September 1.

It’s been long understood that RMIT University is also in talks with the state government about investing in the GMH site but its plan hinge on the delivery of public transport, namely the new tram link.

The state government’s latest strategy said it was also its intention “to engage with key stakeholders, including the City of Melbourne to find a more suitable name” for the Employment Precinct in the “near future” ●



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Docklands: It's time for a plan

For Docklanders, the closure of Melbourne Star last month represented yet another departure from our suburb that one can't help but feel could have been avoided.

WORDS BY *Sean Car*
EDITORIAL

To many outside our community, the Star's sad end was met with the usual sense of inevitability about most things Docklands-related.

Speaking on air to our Chamber president Johanna Maxwell in the wake of the closure last month, 3AW's Neil Mitchell said he'd been a long-term critic of Docklands.

Mr Mitchell referenced all the usual constraints in his latest critique – poor design, wind and Marvel Stadium blocking off city access to our waterfront.

As Mrs Maxwell rightly pointed out, Docklands has been the hardest hit suburb in Australia during the pandemic, with Melbourne Star now added to a growing list of casualties.

Like Docklands itself, many will point to the Star's fundamentals – its location, ongoing lockdowns, or the nature of development in the area – as simple explanations for its demise.

And like our notorious winds and Marvel Stadium, those surface level issues, as acknowledged by the Star's owner itself, were of course the key drivers of its closure.

But to those of us invested in this community deeply enough to understand what lies beneath it, the "bleedingly obvious" continues to be compounded by systemic issues which have permeated through Docklands for more than 20 years. The pandemic is merely the straw that broke the camel's back.

What continues to be abundantly clear is that

Docklands lacks any real vision. This place has no clear plan. Nor has it ever, really.

And it's a stark reality that has become even more self-evident as the pandemic continues to eat away at our suburb.

When speaking with Neil Mitchell, Mrs Maxwell again re-prosecuted the Chamber's vision for a laser and light show – a permanent activation of our greatest and most under-utilised asset – Victoria Harbour.

While the concept of "permanent activation" in itself is everyone's ambition, in response Mr Mitchell said, "I think it's more basic than that", suggesting "more green spaces". Good idea, Neil ... how about Harbour Esplanade?

Whatever the solutions are, the inability to gain any traction in unearthing and realising them stems from the bureaucratic planning complexities in Docklands, which continue to hinder "activation" and "community".

Since 2007 when Development Victoria (formerly the Docklands Authority, then VicUrban, then Places Victoria) started "power-sharing" with the City of Melbourne, Docklands has been in a state of paralysis.

Readers of this masthead will probably be tired of us banging on about DV's ongoing Docklands Activation Strategy saga since midway through 2020 when the initiative was first conceived.

The strategy was meant to be our mini version of Victoria's roadmap out of COVID; something for businesses and the community to look forward to, plan for and provide a basis for discussion, hope and optimism.

But like much of what DV puts its name to, the strategy has now been taken behind closed doors, away from the stakeholders who contributed to it, including *Docklands News*, and repositioned as a "working document".

It's a similarly inadequate process to then VicUrban's Docklands Second Decade, or "D2", strategy from 2010, when it claimed that five big ideas for the area were generated by "extensive" community consultation.

Those big ideas were Central Pier, Harbour

Esplanade, a Harbour Link, the library and Western Park – ideas which were already well known about at the time and had been floated "inside the tent" for years.

And in the second decade that has now transpired, just two of its "big ideas", Library at the Dock and Ron Barassi Snr Park, have come to pass ... as for the others?

- Central Pier: Allowed to deteriorate for years before being abruptly shut for good since 2019. The community is still waiting to be "consulted" on what its future will look like.
- Harbour Esplanade: Where to begin? A blueprint was released in 2014 by then Places Victoria for a "significant waterside destination" and community consultation followed. But again, little has happened, largely off the back of the AFL's plans for Marvel Stadium – another project which has so far proven fruitless for Docklands.
- Harbour Link: The concept of a floating, structural or pivoting loop around the harbour, which has again been put forward in the activation strategy – not that the community would ever know!

While there is no silver bullet to solving Docklands' woes, we have to start somewhere, and that somewhere might be DV easing the bureaucratic paralysis by beginning an exit strategy from Docklands.

Until then, Docklands will continue to spin around in circles while the pandemic claims more of its stakeholders like the Melbourne Star, which, had it not been for our lack of vision, might have endured. Who's to know?

DV's activation strategy apparently includes 10 key delivery items. Among them are "building a destination", focusing on Victoria Harbour as the centrepiece and not just concentrating on one-off "sugar hit" events like Firelight.

So, what are the one-percenters? What are the little things that will get things moving in the interim and celebrate our magnificent waterways?

The City of Melbourne, under the leadership

of a "boatie" CEO in Justin Hanney, finally seems to be making some progress in this space. Its \$3.3 million allocation to waterways recreation and infrastructure in its latest budget certainly represents a turning of the tide.

Former councillor Jackie Watts is also doing great work leveraging our maritime assets.

As we emerge from COVID-19, we need to hit the ground running and that could begin by DV putting an end to its power struggle in Docklands, and handing over the keys to the council.

It's time for a Docklands plan. We need vision, and we need to start now. The consequence of failing to move on this is a "third decade" as stagnant as the last two.

And with a freight bridge still threatening to choke our waterways out of existence, Docklands needs to keep loudly championing its own cause before it's too late ...

Docklanders ... we want to hear from you!

Docklands News invites readers to get in touch by sending us your thoughts on what you would like to see in your suburb as we re-emerge from lockdowns.

What would you like to see on Central Pier? How would you like to see the waterways maximised? What attractions and events would you like to see more of?

Let's get the discussion going ●

Send your thoughts to:
news@docklandsnews.com.au



Sean Car
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CITY OF MELBOURNE

Renewing the empty shops of Docklands

WORDS BY *David Schout*
BUSINESS

Vacant shopfronts in NewQuay and Victoria Harbour could soon be filled by creatives, fledgling retailers and bespoke displays under a new program to breathe life back into Docklands.

Social enterprise Renew Australia, who has worked on revitalisation projects in Geelong, Wollongong and St Kilda, has been tasked with convincing agents and landlords to allow rent-free use of their otherwise vacant space in a bid to enliven the local area.

Docklands is one of the hardest-hit areas in the country following repeated COVID-19 lockdowns.

The economic impact of the pandemic has forced many businesses to vacate the area, leaving a host of shopfronts with “for lease” stickers on its windows.

Renew Australia wants to change this, and CEO Angela Simons told *Docklands News* the end product could be a win-win for all parties.

“There’s a huge impact of taking places that’ve had the lights turned off, with dirty windows, then cleaning them up and turning the lights back on — showing some love for that space,” she said.

“Really, that’s what we’re hoping to do in Docklands.”

Getting there, however, is by no means easy. Firstly, they must source a number of creatives, makers, retail operators, social enterprises or community groups that would like to borrow a space.

Then they need to convince agents and landlords why they should give up their empty space.

You might ask: what’s in it for them? Well, more than you think.

Firstly, Renew ensures they’re covered by insurance and a legal agreement for use of the space within the program.

They also ensure the space remains clean and tidy throughout.



▲ *Renew Australia has previously worked in the local area, providing studio space for creative retailers while the District Docklands underwent refurbishments.*

More broadly, they argue that an “activated” space showcases how the vacant space could be utilised for future tenants.

They also sought to help existing traders. “That’s one of our key goals here: complement, not compete,” Ms Simons said.

“And draw activity that then generates further interest and foot traffic for the people who’ve been working really hard to keep their businesses afloat over the last year.”

Typically, a space is rented on a 30-day rolling licence until notice is given.

The creative, entrepreneur or small-scale retailer is provided with a small improvement fund to get them going and, from there, they simply pay for utilities.

“It basically works to generate activity and interest. We’re really looking to bring Docklands [back] on the map to be a destination again — a reason to visit Melbourne.”

By late September, Renew Australia had interest among owners and agents, and was due to meet with more in early October.

It’s not the first time the group — engaged for 12 months by the City of Melbourne — has worked in Docklands.

They have previously collaborated with the District Docklands to activate vacant space on Wharf St with creative enterprises in the Docklands Art Collective.

One of those was Magnet Gallery, a creative space that has remained open ever since.

“That [Magnet] is an example of what we do and why we do it, because if we can find the right place, not just for temporary activation, but hopefully we’re finding businesses or creative entrepreneurs who really want to become part of the broader landscape and participate in Docklands on a long-term basis.”

Ms Simons, who lives nearby in Melbourne’s

inner-west, said she was well aware of the area’s potential.

“I’m an inner-westie, so Docklands is my entrance to the city,” she said.

“We really want to see Docklands become a gateway to Melbourne. We’re not looking to go to Chadstone, we’re not looking to travel across the city. We really want to be able to go down Dynon or Footscray roads and be somewhere super convenient, but also really beautiful, in 10 minutes. So, it’s about engaging Docklands residents, but also reminding people who are on the doorstep how lucky we are to have a pristine, waterfront part of the city and how can we better engage the Melbourne population.”

She said as a modern suburb, Docklands had an advantage over other areas in the city.

“It’s one of the few areas in Melbourne that has accessible spaces. A lot of these buildings were built within the era when there are ramps, there are disabled toilets, there are loading docks — those things that some of our traditional main streets lack in terms of infrastructure. So, we’re really excited about Docklands.”

Interested creators, makers, artists, and entrepreneurs are encouraged to submit an expression of interest in the Renew Docklands program, which is now open ●

For more information:
renewaustralia.org



David Schout
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North Wharf pier reopens to public

WORDS BY *David Schout*
CAPITAL WORKS

Almost a year after abruptly closing without public notice, the pier along North Wharf Rd has reopened to the public.

A previously well-used space for local residents and office workers, the community can again access the pier for walking and cycling.

In October 2020, Development Victoria (DV) — the state government’s property development agency delivering urban renewal — erected fencing around the northern edge of North Wharf, which is used as a berth for a number of charter boats, as well as heritage vessels *Enterprize* and *Alma Doepel*.

Repair work on “a number of timber piles” underneath the concrete deck at North Wharf was required as part of overall maintenance of water infrastructure in Docklands.

The sudden move caught many people off guard, including one operator who was initially locked out from accessing his boat.

At the time, DV told *Docklands News* that the wharf would be fenced off to the public for around five months while engineers carried out remediation works.

This took longer than initially envisaged, however Geoff Ward, Group Head of Precincts at DV, told *Docklands News* last month that things were back to normal.

“Development Victoria has recently completed its repair work of North Wharf to ensure the longevity of the piles, so people can enjoy the wharf safely for many years to come,” he said.

“Work to repair and replace some timber piles underneath the wharf is now complete, and we thank the Docklands community and tenants of North Wharf for their cooperation and patience. We will continue to monitor the condition of the wharf and undertake repairs as necessary.” ●



▲ The northern edge of North Wharf Rd has been reopened by Development Victoria following safety upgrades.



▲ The propellers were fitted out last month.

The *Alma's* return wades closer

WORDS BY *Jack Hayes*
MARITIME

The decade-long restorative journey of Docklands’ favourite tall ship, the *Alma Doepel*, is set for completion with the vessel’s revised return to water date planned for October 7 or 8.

Although the usual fanfare this momentous occasion would conjure has been stymied by COVID-19 restrictions, virtual viewing and celebrations will continue unhindered, marking an historic date in Docklands’ rich maritime history.

With the final confirmed date still at the mercy of a purpose-built crane ship’s voyage down Australia’s east coast, *Alma Doepel’s* restoration director Dr Peter Harris told *Docklands News* his team was completing a few final touches in readiness for the ship’s launch.

“The crane ship will arrive into Melbourne on October 6, from there we have a window of one or two days, with October 8 looking the most likely date,” Dr Harris said.

“We are in the process of fixing the name-board and gold-plated beak on, which features

acanthus ornaments, popular in ancient Greece and Rome; they symbolise rebirth, immortality and resurrection — fairly apt considering the *Alma’s* history.”

“Sadly, we won’t have the *Lady Cutler* on hand as a spectator boat, however, we will be livestreaming the event, with those details to be confirmed closer to the date.”

Stopping short of encouraging mass congregation, Dr Harris said locals could grab vantage points around the harbour with views of North Wharf during their allotted hours of daily exercise.

The event, in conjunction with the City of Melbourne, Development Victoria, the Docklands Chamber of Commerce and Lendlease, will be promoted through a range of different mediums, and with the encouragement of a close friend of the *Alma*, in Channel Nine News presenter Peter Hitchener ●

For more information:
facebook.com/AlmaDoepel

New Docklands ferry terminal gets green light

WORDS BY *Brendan Rees*
WATERWAYS

A new ferry passenger terminal dubbed the next “Flinders Street Station of water transport services” will be built in Docklands after winning the City of Melbourne’s approval.

Port Phillip Ferries has been granted planning approval to construct the new passenger terminal and community hub at Harbour Esplanade in what could be a huge boost to activate the waterway and bring much-needed visitors to the precinct – with passengers commuting between Melbourne, Geelong, and Portarlington.

The new passenger terminal would feature a café, waiting room, foyer, veranda, bathrooms, ticketing office, deck, and a ramp with views of Victoria Harbour.

A community hub building promises to offer an “abundance of information” targeting the local and tourism markets including multiple digital video screens, brochure walls and an information hub in the foyer.

The current ferry station, which is located on Crown land but managed by the City of Melbourne, would be demolished to make way for the passenger terminal.

It comes after a planning application was lodged in July by Port Phillip Ferries, which is owned by billionaire and former Essendon Football Club chairman Paul Little.

Deputy Lord Mayor Nicholas Reece said the new ferry terminal and community hub would “play a vital role” in the city’s recovery from the pandemic.

“We’re excited that a brand-new ferry terminal will be built right in the heart of Docklands,” he said. “Victoria Harbour is an underrated and beautiful location and Docklands is a key growth area within our city which will play a vital role in Melbourne’s recovery.”

“By improving the quality of the terminal’s facilities, we hope it’ll help drive up visitation for Docklands.”

“There is every reason to believe Victoria Harbour could be as popular as Circular Quay in Sydney, or better yet, it could be the Flinders Street Station of water transport services.”

Geoff Ward, group head of precincts at Development Victoria, praised the proposal as a “great solution” for the existing passenger terminal after working closely with Port Phillip Ferries and the City of Melbourne on the planned upgrade for ferry and boat operators.

“The new upgraded hub will be a key pick up and drop off point for operators and will support the continued operation of the charter fleet and ferry services in Victoria Harbour – an important link for commuters, visitors and residents to access the wider Docklands precinct,” he said.



▲ A diagram highlighting the location of the new terminal to the north of Cow Up A Tree.



▲ Architectural layout.



▲ Akshay Bhatia of Victoria Star Cruises.



▲ Melbourne Party Boats operator Nicholas Hill.

“We look forward to announcing more detailed plans in the coming months as we continue to work with Port Phillip Ferries and other key stakeholders.”

However, president of the Melbourne Passenger Boating Association Jeff Gordon, who owns the Melbourne Showboat *Lady Cutler*, is among many boat operators in Docklands to have expressed concern that the new passenger terminal wouldn’t be a shared facility.

“I think it’s very good what’s happening,” Mr Gordon said but added “It’s got to be for the greater good of the public”.

“If Port Phillip Ferries were told to consult us and ask us what our needs were and come with a plan that suits both we’d be more than happy with that,” he said.

“They’re claiming an area which is a public area for their own use ... but it leaves us completely out in the cold we think at the moment.”

Nicholas Hill, owner operator of Melbourne

“

The new upgraded hub will be a key pick up and drop off point for operators and will support the continued operation of the charter fleet and ferry services in Victoria Harbour ...

”

Party Boats and Boat Charters, said, “it would be disappointing if the charter boats were left out”.

“We’ve been constantly moving for the last five years ... some of the old piers have been in disrepair,” he said.

“It’s that prime position for people to get on and off. The closest access point is Harbour Esplanade. It would be good if it was a shared wharf or set of piers.”

Akshay Bhatia of Victoria Star Cruises said while it was a “good thing” that the new ferry passenger terminal would activate the waterways, he hoped there would be a “level playing field” for all boat operators to use it.

“I think any boat operator would love to have access to it and if that is the case I think it’s fantastic, if it’s not then obviously that makes life a little more difficult,” he said.

Justin Dixon of Party Boat Cruises said, “We’re really keen to see it as a shared facility just to continue driving a successful tourism path and a lot of foot traffic hopefully back in Docklands.”

Docklands Representative Group spokeswoman Dr Janette Corcoran said the new ferry terminal had the opportunity “to be woven into the fabric of Docklands” but was worried it could “go one way or the another”.

“It’s an opportunity ... it can be very transactional and be just a transit hub or it could be much more,” she said with hopes Port Phillip Ferries would engage with the community “a little bit more”.

“It would be great if they took a forward-looking role into the wellbeing of the harbour in all their operations,” Dr Corcoran said.

“The terminal here is exceptionally important to the fabric and the future of Docklands.”

Port Phillip Ferries has attracted around 300,000 visitors to the area in the past four years and is expected to grow.

The proposed building would accommodate up to 100 people and open seven days a week from 6am to 8pm on weekdays, and 9am to 8pm on weekends and public holidays.

The project will be delivered in conjunction with Development Victoria, the City of Melbourne and other key stakeholders ●

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Push for vaccine passport trial in Melbourne

WORDS BY *David Schout*
COUNCIL AFFAIRS

Docklands cafes, restaurants and entertainment venues could open sooner than planned if a council-backed COVID-19 vaccine passport trial is adopted by the state government.

Under a proposed "Health Pass" scheme, vaccinated and exempt Melburnians could enter venues that opt into the trial.

Councillors voted unanimously in favour of the scheme on September 21, and Lord Mayor Sally Capp will now write to Premier Dan Andrews offering the city as a pilot municipality.

Cr Capp, who was critical of the government's roadmap "baby steps", said local businesses needed a more ambitious plan.

"The City of Melbourne has been doing everything it can to get more Victorians vaccinated because it's the path to reopening our city," she said.

"Nowhere in Australia has been hit harder by devastating lockdowns than Melbourne, and our businesses should be the first in line to reopen safely. They're prepared to do whatever it takes."

The Health Pass plan was drawn up by the council's Night Time Economy Advisory Committee, consisting of industry leaders

It is chaired by Melbourne's unofficial "night mayor", Cherry Bar owner James Young.

Mr Young said safety could not be compromised under the pilot.

"First and foremost, we want staff in our venues to be safe. We want patrons to be safe. We don't want anything to jeopardise that safety," Mr Young said.

"An opt-in trial in the City of Melbourne is the perfect opportunity to identify and resolve issues in partnership with industry and government. It would require streamlined technology and processes to minimise the compliance burden on businesses and venues of all sizes, and to ensure the system is rolled out quickly and effectively."

The committee said it would not only give participating venues a chance to open earlier, but provide valuable data for broader implementation.

The scheme would be a temporary measure and operate until vaccination levels are sufficient to lift health restrictions.

This was expected in early November, when Victoria was predicted to hit an 80 per cent vaccination rate and patrons could begin dining and drinking indoors.

At 70 per cent (expected in late October) food and drink venues can open, but only for outdoor service.

The council's city activation chair Roshena Campbell said the scheme was about opening "safely, but sooner".

She reiterated that the push was a temporary measure and did not endorse long-term vaccine passports.

"We cannot permanently create a two-tiered



society or economy. Once we reach our vaccination targets, proof of double vaccination cannot be the price of entry to venues. But it can be a temporary ticket if it means our city opens sooner," Cr Campbell said.

Along with industry figures, Cr Capp was not pleased with the roadmap plans.

"The immediate response has been really despondency," she told the Nine Network a day after Premier Andrews revealed the staggered post-lockdown steps.

"People were hoping for much bigger steps forward and these have really been baby steps ... unfortunately, [it] means that we will definitely be the city that's had the most lockdown days in the world; that even as we start to reopen, those steps are very incremental when people were hoping to step more confidently into the future."

She said business owners had hoped for more.

"I think because Victorians have been so good, so compliant, so respectful of the rules, they're wanting something back from the state government to recognise that effort, and it isn't really demonstrated in these first two steps."

Premier Daniel Andrews said, "opening up too soon - before people had the chance to get the job," would result in Victoria's system being unable to cope and see "catastrophic numbers" become seriously unwell.

"As more and more Victorians get that protection, we move to the next phase of the pandemic, and we have the opportunity to open up. The path to being open again will be difficult - but essential to moving forward as a state," the Premier said.

Mr Andrews also added that "based on the overwhelming success of last Summer's Outdoor Dining program", the government would provide additional funding to councils and businesses to get even more activities outside.

"More details will be released about this soon," he said ●

For more information:
coronavirus.vic.gov.au

Why does the City of Melbourne have the state's lowest vaccination rate?

WORDS BY *David Schout*
HEALTH

Federal figures indicated that, in mid-September, the City of Melbourne had the lowest vaccination levels in Victoria. A deeper dive into the figures, however, suggests there could be an explanation for this.

By mid-September, the City of Melbourne had the worst rate of COVID-19 vaccination in the state.

As one of just two local government areas with less than 30 per cent of its population double-dosed (alongside the City of Hume), the area was lagging.

Its fully-immunised figure of just 28.4 per cent was also well below the bordering council areas of Stonnington (43.9 per cent), Port Phillip (41.6 per cent) and Yarra (39.7 per cent).

Why had locals been slow getting jabs into their arms? Were they holding up the rest of the state?

Well, it appears the answer might not be so simple.

To start with, both the City of Melbourne and state government suspect the percentage of vaccinated people in the area could, in fact, be higher than reported.

And that's because of the way data has been compiled.

Local populations in vaccination data is based on 2019 figures. Crucially, it fails to consider the exodus of overseas residents in Melbourne, in particular international students.

Since the pandemic hit in early 2020, a sizeable percentage of international students, who made up a large chunk of the local population, are believed to have departed from Melbourne.

Estimates vary, but some believe it could be as much, or even more, than half of all students.

However, the federal figures have not reflected that.

And that means that those who returned home up to 18 months ago are still being counted in population figures.

They are, according to the data, contributing to the "unvaccinated" percentage - except they're not in the country.

Questions of data accuracy aside, the council also believes its low percentage of fully-immunised residents is somewhat unfairly skewed given the area's demographics.

With a median age of 29, the municipality has one of the youngest age profiles in Victoria. Many residents only became eligible to receive a COVID-19 vaccination recently.

As such, the lower levels of vaccination - rather than laziness or vaccine hesitancy - might be because many have had to wait for eligibility.

"The social and demographic makeup of our city is like no other," Lord Mayor Sally Capp said in response to queries from *Docklands News*.

"Almost three-quarters of our residential population is below the age of 40, most of who would have been ineligible for COVID-19 vaccinations until mid-June - with Pfizer only

becoming available to this age group in August." This was confirmed by Nicole Bartholomeusz, the chief executive of Cohealth, a community health service.

"The City of Melbourne has a much younger population compared to other municipalities, with many of them only becoming eligible for the vaccination in June. It's likely this is a contributing factor to the lower vaccination rates," she said.

The good news is, since eligibility has opened up, vaccination rates are improving.

A Department of Health spokesperson said that immunisation rates in the City of Melbourne had "risen rapidly since people aged 16 and over became eligible for Pfizer".

Cr Capp said the race was on.

"We're catching up quickly now that young people can get a jab. It's inspiring to see their rush to get vaccinated."

She said no one could question the council's push for everyone to get the jab.

"We want to get as many people vaccinated as quickly as possible - and as a municipality, we're doing everything we can - more than most - to get people vaccinated."

Finally, the Department of Health also noted that the City of Melbourne was home to many diverse communities, including those with language barriers or experiencing homelessness.

This too could also have contributed to lower-than-average vaccination rates, however, this issue was now being addressed.

"Melbourne is home to many young and diverse communities - including some of our most vulnerable. We're doing everything we can to boost vaccine supplies, get doses to where they're needed and give people the support they need," a Department of Health spokesperson said.

Cohealth has partnered with the City of Melbourne to deliver vaccinations at Melbourne Town Hall, but a series of unsavoury incidents meant Cohealth was forced to shut the vaccine hub for four days from September 23 during a week of protests in Melbourne.

Identifiable staff were physically and verbally abused on their way to work during a week of unrest, and some were spat on.

Cohealth swiftly made the decision, "with the heaviest of hearts" to close the doors to protect its workers, as Premier Daniel Andrews strongly denounced attacks on people "doing the very best of work".

However on September 27 the hub reopened its doors after an "outpouring of community support".

"Our staff feel so supported. Sincerely, thank you," they Tweeted.

Ms Bartholomeusz said the key goal of this facility was to ensure no one slipped between the cracks.

"It's critical that vulnerable people aren't left behind," she said.

"We're working hard to close the vaccination gap, so that no-one misses out on vaccination due to low English literacy, homelessness or no Medicare card." ●

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Much-loved café says farewell

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

After operating next to *Cow Up A Tree* in the centre of Docklands for nearly four years, it was with a heavy heart that the family behind the popular *Off With The Ferries* café on Harbour Esplanade was forced to farewell customers last month.

The family-run business, led by Brian and Heather Khoury and their son Chris, has become an institution for many locals during its time in Docklands and that status has only been reinforced during the pandemic.

For many locals embarking on their daily “iso-walks” for a coffee, bite to eat and some much-needed social interaction, the Khoury family has provided a vital lifeline for many Docklanders doing it tough through lockdowns.

With Chris generally on in the mornings and Heather and Brian taking afternoons, *Off With The Ferries* has grown into a “hub” for the local community with the family providing a warm and welcoming meeting place underpinned by great service and coffee.

In what has become so much more than a business for the family, Heather told *Docklands News* last month that it was the people they would miss the most, many of whom she said had turned into lifelong friendships.

The business was forced to shut its doors on Friday, September 17 after the ferry terminal’s manager Port Phillip Ferries informed the family that it wouldn’t be offered a lease to operate the café in its new future terminal.

As reported by *Docklands News* on page 9 of this edition, the City of Melbourne has granted a permit to the ferry operator, owned by billionaire Paul Little, to construct a new passenger terminal on Harbour Esplanade, which will include a new café.

While disappointed that an agreement couldn’t be reached with Port Phillip Ferries, Mrs Khoury said the family was “incredibly



▲ Left to right: Heather, Chris and Brian Khoury farewelled customers on September 17.

grateful” for the opportunity it had been given and thanked the Docklands community for its support.

She said while they’d all miss working alongside the amazing waterfront views and *Cow Up A Tree* every day, it was “being of service to the community” that they’d cherish the most.

“We’ve made lots of friends over the years as you can imagine lots of repeat customers who’ve become friends. And it’s something we’ve always enjoyed doing, we’ve always been in hospitality,” she said.

“Just to hear their everyday comings and goings. You get to know about their families and extended families and grandchildren.”

“I’ve got a few of the young ladies in the apartments on their own during COVID and they’ve been coming in and even if they’re not buying anything we just chat because they just want some social interaction. I call them my

‘adopted girls’, and we’ll remain friends.”

“We’ve remained open right throughout lockdown. We get comments left, right and centre – ‘you’re the only place open’ and ‘thank God you’re here’ and things like that.”

“It’s [closing] quite emotional but it is what it is, and we have to move on.”

While a start date is yet to be determined for the construction of the new ferry terminal, Port Phillip Ferries said it would soon reopen the existing cafe under new management following some minor renovations.

Many Docklanders expressed their sadness at the news last month with one local even launching a petition, which attracted nearly 500 signatures, calling on Port Phillip Ferries to allow the family to continue operating until the new terminal was built.

Local Sylvia Ryan, who rode her bicycle down each day for her favourite cappuccino

“

I’ve got a few of the young ladies in the apartments on their own during COVID and they’ve been coming in and even if they’re not buying anything we just chat because they just want some social interaction. I call them my ‘adopted girls’, and we’ll remain friends.

”

and a muffin, said she was “really disappointed” at the news.

“Why would you shut it down? I’m really upset because they work really hard here, they’re really good people with good coffee,” she said.

But while the Khoury family might be farewellling the Harbour Esplanade location they’ve called a second home for nearly four years, Heather said they hadn’t ruled out a return elsewhere in Docklands.

“We’ll regroup and take a couple of weeks just to let it all soak in and maybe have a look around and see what else is available,” she said.

“The people in Docklands are fabulous and they’re not really well looked after from what I can see. It’s a neglected area, which is a shame but that’s what stands out for me. It’s disconnected to a degree.”

“We’ve met some amazing locals over the years. It’s been such a buzz.” ●

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Local stalwart hopes for ferry-tale ending in new café bid

WORDS BY *Brendan Rees*
BUSINESS

Like many businesses in Docklands, Jeff Gordon's *Lady Cutler* Melbourne Showboat has been hit hard by the pandemic. But the popular boatman and local identity hopes to turn the tide after unveiling plans to open a small café.

While cruising has been on hold until restrictions ease, Mr Gordon said he was looking to pivot his pride and joy business by offering "coffee and cake" on the *Cutler's* foredeck, just in time for the warmer months ahead.

"We're going to put a new application in for a café," he told *Docklands News*, which would operate from 8am to 5pm with cruises operating in the evenings.

"We got knocked back last year for putting something down on the pier itself, so we're not even going to try that this year."

Last September, Mr Gordon pitched a proposal to the City of Melbourne in the hope of opening a gourmet burger and beer bar with live music next to *Cow Up A Tree* in a bid to bring back much-needed life to the harbour.

But unfortunately, his submission for his restaurant, which would have included using locally sourced ingredients and offering diners sweeping views of the waterfront, was knocked back by the council last November.

Mr Gordon said he was disappointed by the outcome after putting "quite a bit of money into it last year upgrading our kitchen and getting the burgers and beers up and running".

He said he planned to lodge his latest application to the council in the coming weeks but hadn't had "any feedback as to whether we'll get it or not".

Mr Gordon said his proposed café would feature an awning, table and chairs, and a pop-up coffee bar on the *Lady Cutler's* foredeck.

"People can come get a coffee and sit on the *Cutler* outside or just takeaway and go. We're not going to put anything substantial on it, it's just going to be coffee and cake basically," he said.

Under the state government's road map out of lockdown, hospitality and cruising can resume for up to 150 people when the state reaches its 80 per cent double-dose target, presumed to be around November 5.

Mr Gordon's proposal comes after an application by Port Phillip Ferries to build a new ferry terminal and community hub on Harbour Esplanade, which proposes to feature a café, was given the tick of approval by the City of Melbourne in September.

According to Mr Gordon, it appeared to be a case of "double standards" that Port Phillip Ferries had a café approved but his burger and beers bar proposal was knocked back.

"The government was saying 'expand your businesses to the outside area', and we put it to council ... and we did all the requirements, and it was refused," he said.



▲ Jeff Gordon.

“

People can come get a coffee and sit on the Cutler outside or just takeaway and go. We're not going to put anything substantial on it, it's just going to be coffee and cake basically.

”

"Why didn't they work with us when we were trying to do the same thing to pivot out of lockdown?"

"We've been trying to do it on a shoestring budget as best we can ... what's good for the goose should be good for the gander."

"We all have to work together. It would be nice if we could all share the water in a positive way." ●



▲ The Berth and Cargo team has continued providing cooked meals for vulnerable Melburnians to the Salvation Army.

Lord Mayor says map out of lockdown offers "glimmer of hope" but traders fear patron cap "won't cut any mustard"

WORDS BY *Brendan Rees*
BUSINESS

Melbourne Lord Mayor Sally Capp says Victoria's road map out of lockdown offers "a glimmer of hope for traders" as pandemic restrictions are due to be eased by late October.

Pubs, restaurants, and cafes as well as entertainment venues would be able to open outdoors with a limit of 50 fully vaccinated people under the state government's "cautious" road map. Hairdressing would also return for the fully vaccinated with a maximum of five people in a salon at one time.

It comes as the city's gruelling lockdown is forecast to end and the curfew scrapped when 70 per cent of the Victorians aged 16 and over are fully vaccinated against COVID-19, expected to be around October 26.

Cr Capp welcomed the news, saying it "outlined the first few important steps towards reopening", but added the council was "doing everything we can to get Victorians vaccinated as soon as possible so we can bring forward the steps in the road map".

"The City of Melbourne is working tirelessly with businesses so that we're ready to bring back the buzz as soon as we reopen," she said.

"We are determined to turn the city inside out by bringing indoor hospitality and trading outside onto our beautiful streets so that traders can welcome back more patrons and customers sooner."

John Scarda, co-owner of Berth restaurant in Docklands, said he was relieved his business had "something to plan for" under the road map.

It comes as he was forced to close his doors during the lockdown as takeaway had not been viable.

However, to keep staff engaged and provide a community service, his restaurant had teamed up with the Salvation Army to cook meals for the city's most vulnerable who had to undergo hotel quarantine after being exposed to COVID-19.

"We can start speaking to our staff about vaccinations status and to make sure we've got a team to reopen with," he said.

"I know a lot of people don't agree [with the road map], that we're getting out of it too slow. I think from our perspective at least there's a goal now and there's an end game."

"If this is the last of the lockdowns as the Premier's promised, we're happy for it to be five weeks away."

Asked how he felt about his staff managing patrons who would need to show proof of vaccination, Mr Scarda said while it would be challenging "we'll obviously do whatever is mandatory and whatever needs to be done".

"I think it's a bit like the QR codes when they first came out ... there was a lot of frustration," he said.

"We're trying to do everything we can to make it as easy as we can for our staff and for our guests."

Jeff Gordon, owner-operator of the Melbourne Showboat *Lady Cutler*, said while he understood health was a priority under the

restrictions, catering up to a maximum of 50 passengers "doesn't cut any mustard at all - that's not going to start us up".

Even when the state's restrictions are further eased when 80 per cent of Victorians are fully vaccinated - a target expected to be reached around October 26, Mr Gordon said seating up to 150 people on board his boat would prove "very difficult".

"We'll try but it's not going to happen, they're going to get up and wander around the ship. It's a bit hard for us to see if that can work for us."

Justin Dixon, owner-operator of Party Boat Cruises, said "hopefully with the roadmap coming out, there is a little bit of light at the end of the tunnel".

"We'll try our best," he said, with hopes summer would provide a "great rebound" for business.

Johanna Maxwell, president of the Docklands Chamber of Commerce, said it was "pushing very heavily" for the "immediate recovery" of Docklands.

She said this would be "driven by small regular activations" while also offering *Docklands Dollars*, a voucher scheme designed to encourage visitors to eat, buy, and play in the precinct.

"We need a draw to pull visitors to the precinct as soon as lockdown ends," she said.

"We are adamant that the harbour is the centrepiece and needs to be highlighted with a permanent activation and addressing of Central Pier."

Meanwhile, the Lord Mayor said the council "looks forward to more information regarding the reopening steps beyond December".

"This will be integral for businesses going forward so they can look forward to operating more normally," Cr Capp said.

"We are also seeking clarity for the arts sector, such as theatres, museums and galleries."

At their September 21 meeting, City of Melbourne councillors voted unanimously in support of introducing of a "health pass" system to safely reopen hospitality, arts and entertainment venues sooner.

Small business portfolio lead Cr Jason Chang, who runs a Japanese grocery store and restaurant in the CBD, described the lockdown as "absolutely horrible" and that the roadmap out of lockdown "doesn't go far enough".

"We are left with small steps forward with many businesses not being able to withstand another six weeks of closures," he said.

Once Victoria reaches its 80 per cent double-dose target, retail and beauty services can reopen for the fully vaccinated and hospitality can resume indoors for up to 150 people.

Restaurant and Catering Australia CEO Wes Lambert said, "businesses genuinely risk closure" as cap restrictions on patrons under the road map were "impossibly low" for venues that did not have outdoor dining.

Victorian Chamber of Commerce and Industry Chief Executive Paul Guerra also said "many businesses will not make it through" if they remained closed until November when Victoria hit the 80 per cent double vaccination target ●

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One man's mission to tackle unsightly graffiti in Docklands

WORDS BY *Brendan Rees*
COMMUNITY

Fed up with graffiti vandals marring the Docklands precinct, a community-spirited resident has embarked on a mission to clean up the mess.

Long-time local business owner Andrew Ward, who operates PUSH! Fitness on Collins St, said graffiti vandals had defaced dozens of buildings, street posts, and walls which he said made the area look unsightly and unsafe.

In particular, he had become increasingly frustrated by the corner of Collins St and Harbour Esplanade which he said had been "seriously vandalised and covered with graffiti".

After initially holding back to see whether the City of Melbourne had "some mechanism in place" to act, Mr Ward, owner of Push Fitness and a resident of 10 years, decided to take matters into his own hands.

So, armed with a paint roller and a tin of black paint, he gave up his free time to perform his very own clean-up operation in late September.

"I gave them [the council] 10 days, I didn't hear anything back, so I went and got some paint and a roller and I rolled one whole wall," he told *Docklands News* after writing a letter to Lord Mayor Sally Capp.

The walls he painted currently fence off the site adjoining trucking magnate Lindsay Fox's classic car collection at the historic Queen's Warehouse.

"After I did that, I had quite a few people from the community reaching out saying 'That's fantastic; I'll join in next time,' and 'Can I help out?'" he said, before he returned a few days later to finish cleaning up the Collins St site.

"I take pride in the areas and the communities that I work in," Mr Ward said.

"Just because the City of Melbourne has lower standards, I'm not going to let them bring down my business or my amenity."

According to the City of Melbourne, it was



▲ Docklander Andrew Ward goes to work on the hoarding surrounding the vacant Collins St and Harbour Esp. site.



▲ Top to bottom: Before and after.

"aware of ongoing graffiti issues at the Collins St site and are currently reviewing available options for this area to prevent graffiti and expedite its removal".

"City of Melbourne officers are in contact with the relevant construction company to request the graffiti be removed, and to manage the occurrence of any additional graffiti," the council said.

Lord Mayor Sally Capp said the council took a "strong stance against tagging and illegal graffiti" and had invested more than \$1.1 million into graffiti removal this year.

This included an additional \$300,000 to remove graffiti at heights and "more frequent proactive patrols in hotspot areas".

“

I gave them [the council] 10 days, I didn't hear anything back, so I went and got some paint and a roller and I rolled one whole wall.

”

"Getting the basics right is critical to ensure our city is clean, safe and welcoming for residents, workers and visitors," Cr Capp said.

"We remove more than 70,000 square metres of graffiti from surfaces each year, which is the equivalent of about three MCGs."

Meanwhile, Mr Ward, who unsuccessfully ran for council last year, said he didn't want any compensation after buying paint and a roller. Instead, he said, "I want them [the council] to care for the city because as a resident and ratepayer that's important to me".

"It's upsetting and it's disgraceful ... if you're trying to get people back, you've got to bring them back in a safe and clean environment, not to the Bronx." ●

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TURNING GREY TO GREEN AS URBAN FORESTS BLOOM ACROSS THE CITY

With spring in full bloom, the City of Melbourne's Urban Forest Fund projects are transforming grey spaces to green with leafy laneways, curated courtyards and rooftop urban farms.

The Urban Forest Fund provides matched financial support to new private greening projects in the city, not just for residents, but in many cases for all Melburnians keen for a stroll in publicly-accessible green spaces.

Here are four new greening projects that are transforming grey spaces across the city.

Melbourne Skyfarm, Docklands

From a rooftop car park to an urban farm oasis, the City of Melbourne's Urban Forest Fund is helping support greening projects in the heart of the city.

Melbourne Skyfarm is set to become a sustainable city oasis in the Seafarer's precinct overlooking the Yarra River to the Melbourne Convention and Exhibition Centre.

While not open to the public until early next year, Melbourne Skyfarm has marked the completion of the first stage of works including the urban greening and urban farming component.

Lord Mayor Sally Capp said the City of Melbourne committed \$300,000 in matched funding through the Urban Forest Fund to support the delivery of the urban farm.

"We are incredibly excited that Skyfarm has finally come together to create a green oasis in the heart of our city.

We're extremely proud of what has been delivered," the Lord Mayor said.

"It has never been more important for us to invest in sustainable greening projects which engage our community, show innovative thinking and showcase how we can all work together to create an environmentally friendly and greener future for our city."

When all stages of the works are complete, Melbourne Skyfarm will be open to the public to tour the working farm, visit the rooftop orchard and herb gardens, or purchase plants from the nursery.

There are also plans for a sustainable café and an environmental education area.



Melbourne Skyfarm, Docklands

HAINES STREET APARTMENTS, NORTH MELBOURNE

In Haines Street, North Melbourne plants and garden beds are now well established, softening the hard edges of an apartment complex car park.

'They're doing well and we will do a lot more planting after winter,' said Ying-Lan Dann, a resident and one of the keen gardeners behind the project.

The City of Melbourne contributed \$66,000 to the project which has transformed the car park area of a medium-density housing complex, which is publicly-accessible, into a safe, active communal space for both residents and the public to enjoy.

Now residents look out onto fruiting trees and herb beds, native flowering ground covers and vertical gardens complemented by rainwater tanks, compost bins and seating areas for relaxation.



TRIBECA APARTMENTS, EAST MELBOURNE

At Tribeca Apartments, building manager Garrad Flint said 'we've had nothing but great feedback from our residents' about the new greening project.

The City of Melbourne contributed \$100,000 towards the project which has seen lush mature trees, including lemon myrtle and small-leafed fig, now line a narrow paved laneway, and the plaza area adorned with curving garden beds planted with a range of subtropical plants. Succulents and ground covers thrive.

'It's a publicly-accessible plaza with cafes, restaurants and a supermarket, as well as a crossing point between Victoria Parade's greenery and Albert Street's parks,' Garrad said.

The cool green oasis adds to the character of the area, with a historical red brick and bluestone brewery lending atmosphere to this pleasant precinct.



PRINTMAKERS LANE, SOUTHBANK

The hot dry Mediterranean climate was the inspiration for cooling vines in a laneway on the University of Melbourne's Southbank campus.

'Historically it is quite a harsh laneway,' project manager Sebastian Di Girolamo said.

'It has metal cladding so we did some testing and over summer it's a hot area.

'So we came up with the idea of a design from Italy, Greece and Spain, hotter climates, where they use vines to create shade and make laneways cooler. The idea is once the plants are blooming and leafy they'll create a shade canopy over the laneway.'

The City of Melbourne contributed \$100,000 to the greening project which will transform the Printmakers Laneway into a shady green space that can be enjoyed by students and members of the public.



WHAT IS THE URBAN FOREST FUND?

The Urban Forest Fund supports a wide range of projects, including gardens, tree planting, biodiversity projects, green roofs and vertical greening in the city.

Grant applications are assessed by a panel of greening experts and community members who prioritise projects that will provide the most benefit to the community and environment.

For more information, visit melbourne.vic.gov.au/community/greening-the-city/urban-forest-fund

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TAKING FUN TO NEW HEIGHTS

Treetop fun has taken over the oldest playground in town with the City of Melbourne's newest place space officially open to children of all ages.

The Lincoln Square playground in Carlton features rope bridges, play towers, slides, swings and timber play structures high up in the trees, as well as a new barbecue and picnic area.

Lord Mayor Sally Capp said the park's 150-year-old Moreton Bay Fig trees were incorporated into the design of the playground creating exciting new spaces to explore up high.

"We know ongoing restrictions have been incredibly hard on our community, so the completion of the Lincoln Square playground is perfectly timed to get restless kids out of the house and into the fresh air," the Lord Mayor said.

"We hope this new state-of-the-art play space will bring some much-needed joy and excitement, and become one of our city's most loved playgrounds," she said.

The playground upgrade is part of the City of Melbourne's Lincoln Square Concept Plan, and also included the delivery of new lawn and garden beds,

more trees, and improved footpaths, lighting and irrigation.

Health and Wellbeing portfolio lead Councillor Dr Olivia Ball said Carlton is one of the fastest-growing areas in the municipality and playgrounds like this are vital for the young families who call Carlton home.

"I used to live near Lincoln Square myself and it's been a joy to see the City of Melbourne expand the park and now build this magnificent new playground," Cr Dr Ball said.

"By expanding and improving our green open spaces, we're helping to

ensure Melbourne remains a highly desirable place to live, work and visit."

Lincoln Square has been home to the city's first playground since it opened to the public in 1907.



Lincoln Square Treetop Playground

HAVE YOUR SAY ON NEW GREEN WASTE COLLECTION TO WIN

Melburnians are embracing a new food and garden organics collection service with almost 150 tonnes of waste diverted from landfill in its first two months.

Residents who have used the food and organic waste service are encouraged to provide feedback on the pilot program.

Those who complete the survey, or share their tips and tricks, via Participate Melbourne before 1 November will go in the draw to win one of three \$100 Queen Victoria Market vouchers.

The service provided by the City of Melbourne began in June with waste collections from 9,000 homes across the municipality.

Residents in stand-alone houses and single-storey apartment blocks were

given a 120-litre lime-green wheelie bin, a kitchen caddy for food scraps and 52 compostable bin liners as part of the program.

Lord Mayor Sally Capp said the early success of the program showed the community is keen to embrace a more environmentally-friendly way to dispose of their waste.

"In one month alone, our team collected food and garden waste from more than 16,200 bins and processed 115 tonnes of organic waste - preventing hundreds of kilograms of Co2 emissions from being generated in landfill.

"The organic waste we've collected has been converted into about 42 tonnes of valuable compost.

"We're now exploring how best to use this compost, this will support the creation of a circular economy and help maintain our beautiful parks, gardens and trees."

The new food and organics service is part of the City of Melbourne's Waste and Resource Recovery Strategy 2030, which aims to reduce landfill and improve waste and recycling services across the municipality.

The City of Melbourne invested \$1 million to establish the service at no additional cost to residents.

Environment portfolio lead Councillor Rohan Leppert said community feedback would help Council roll out the service across the municipality.

"If you've been using our food and organic waste service we want to hear from you. Tell us what's worked and what hasn't so we can continue to improve and expand the service," Cr Leppert said.

To provide feedback on the food and organic waste service, visit participate.melbourne.vic.gov.au/food-garden-waste to have your say.



FREE PERIOD PRODUCTS AVAILABLE ACROSS THE CITY

The City of Melbourne is offering free period products in some of its public facilities to help ensure everyone can manage the normal process of menstruation without embarrassment or stigma.

When people aren't able to access these products, this can be a significant obstacle to emotional and physical health, comfort, and engagement with school and community activities.

'Period poverty' is experienced in Australia and all over the world by people who menstruate.

Council has unanimously endorsed a 12-month pilot of free menstrual care products, an initiative that addresses a number of priorities in our Council Plan.

When lockdown restrictions ease, free pads and tampons will be available at:

- Library at the Dock
- City Library
- Carlton Baths
- Melbourne Town Hall public toilets on Collins Street
- North Melbourne Community Centre
- Kathleen Syme Library and Community Centre.



Information and events in this publication are current at the time of printing. Subsequent changes may occur. All photos taken in line with health and safety guidelines.

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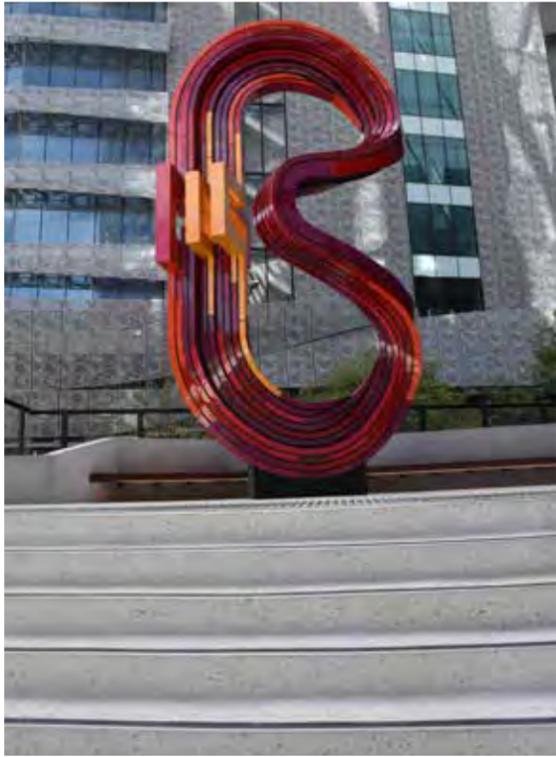
You can also join conversations to influence plans for your neighbourhood through Participate Melbourne at participate.melbourne.vic.gov.au

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CITY OF MELBOURNE



Cool sculpture unveiled

WORDS BY *Rhonda Dredge*
ARTS & CULTURE

A new sculpture was unveiled in September, a stand-alone work with beautiful magenta curves that adds a flamboyant gesture to the buildings in the City Harbour precinct.

The sculpture is called *Junction*, a reference to the rail lines, metal and high-key colours of Dockland's industrial past.

Locals say a sheet of plastic was pulled off just before the construction industry was closed down.

So, few have had a chance to view the work which stands alone in the northern courtyard of Poly Australia's 1000 La Trobe building along Digital Drive, trying to liven up a currently deserted scene.

Junction was designed by WA artist Stuart Green whose public art

commentates on urban landscapes around Australia.

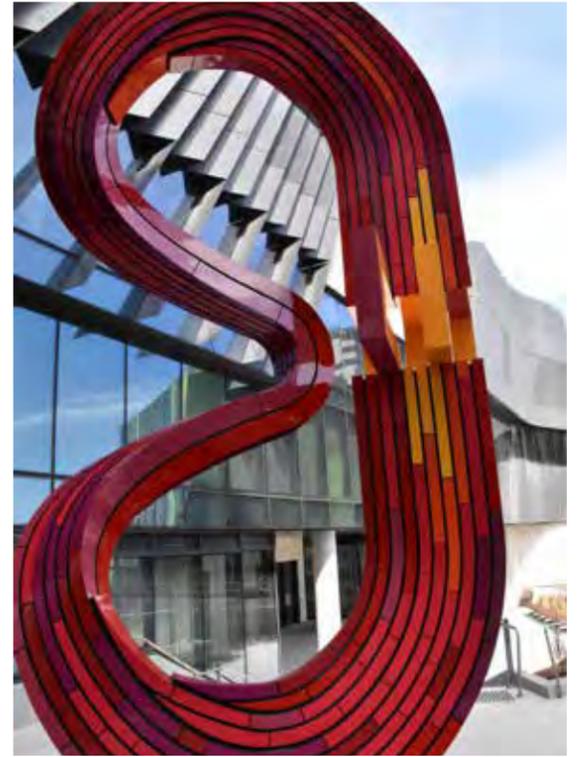
Droplet falls nicely outside an office tower in Woden, Canberra, and *All Eyes On Us* gestures boldly by the waterfront on the Gold Coast.

Junction, which sits between buildings in City Harbour, is in a less prominent site, but a pivotal one in terms of the mass of architecture surrounding the courtyard.

The sculpture's large muscular form and segmented colour creates a series of illusions as you walk around it.

From one angle it adds colour to the weather bureau, from another it makes 1000 La Trobe St sing like a harp and from a third, frames the green squares of City Harbour so they look pretty cool.

Site-specific works usually reflect the culture and the shape of the surrounding infrastructure ●



Melbourne confirmed for electric scooter trial

WORDS BY *David Schout*
TRANSPORT

Docklanders will soon add "electric scooter" to their list of transport options as part of a 12-month trial set to begin in coming months.

The City of Melbourne was one of four local government areas selected to test the e-scooter hire scheme, alongside two other inner-city councils (Yarra and Port Phillip) and the City of Ballarat.

The trial is set to begin as early as this spring, pending council approval of an operator.

Hired scooters will be permitted to travel at 20kmh on bicycle lanes, shared paths and low-speed roads (up to a maximum 50kmh speed limit).

They will not, however, be permitted on footpaths and riders must wear a helmet.

Announcement of the trial is arguably well overdue for what is a largely unregulated transport option.

Most e-scooters currently seen on the city's streets are illegal, as they are both too powerful (greater than 200 watts) and travel faster than 10 kmh

(current Victorian law).

As Lord Mayor Sally Capp said in June, "Every time I see somebody on a scooter I think 'oops I think they might be breaking the law'."

At the time, she added, "I think sooner we get this sorted the better".

After confirmation the City of Melbourne would be part of the trial scheme, Cr Capp told *Docklands News* an effective model would benefit the city in a number of ways.

"Melbourne has an excellent network of transport routes that could be suitable for e-scooter use," she said.

"We look forward to testing whether e-scooters could become another safe, effective and environmentally-friendly transport option. Innovative initiatives like this can help to bring back the buzz by attracting more visitors into the city and helping them to get around."

Data will be gathered during the 12-month trial to understand how the vehicles could be safely incorporated into the transport network.

Minister for Public Transport Ben Carroll said inner-city roads were the perfect testing ground for a new

transport option.

"We are partnering with local councils that have a good mix of low-speed roads, shared user paths and bicycle lanes to trial how e-scooters may fit into our transport network," he said.

"E-scooters are an emerging technology, and there's more work that needs to be done to understand how these vehicles can be safely used in our state."

It is understood the process of hiring a scooter will likely be similar to the council's current e-bike trial with provider Lime.

Through that scheme, users download the Lime or Uber app to find the nearest bicycle and, once found, scan a QR code located on the bike.

The app then takes users through the booking process — including how to safely use and park the bike — before unlocking it ready for use.

Several cities around the world have operated e-scooter sharing systems since 2017, notably throughout the US and Europe.

Closer to home, Brisbane and Auckland have also trialed the "micro-mobility" option.

However, safety concerns continue to dog the relatively new transport option, both for riders and pedestrians.

When the prospect of a Melbourne-based trial emerged in May, Cr Rohan Leppert said these concerns would remain until proven otherwise.

"I won't be shy about the fact that I'm very nervous about a scooter trial in the centre of Melbourne, and I'm glad that we're not going first," he said at a June 1 Future Melbourne Committee meeting.

"If you look at some of the experiences in cities like Auckland and Brisbane and plenty of cities overseas, we've seen what happened — a bit like what happened here with oBikes — if you don't have enough of the base level of regulations to understand how government might support and guide an operator through being a good citizen, then you're not going to end up with a scooter system that's publicly safe, and you're not going to end up with a system that's embraced with a high reputation."

Cr Leppert said restricting riders to certain streets and preventing scooter use on footpaths was crucial.



"I think that's absolutely vital, because we don't want to be facilitating a highly dangerous mix of different transport modes in the wrong place ... done well, this has the capacity to do fantastic things for our city. But we really have to make sure the regulations are right." ●

New doggy bag dispenser at Ron Barassi Oval

WORDS BY *Katie Johnson*
COMMUNITY

In some good news for Docklands dog owners, the City of Melbourne installed a doggy bag dispenser at Ron Barassi Oval last month.

The move came in response to overwhelming requests from residents in the area.

Speaking on September 8, Lord Mayor Sally Capp said she was "excited" to be opening the new feature as it was a direct response to a request from a local.

"When I was out walking, one of our local residents who is a dog lover, said to me that they absolutely love Ron Barassi Park but there's no doggy bag dispenser here and that's something that they would love," the Lord Mayor said.

"During times like this it's really important that we focus on getting things done that really matter to our community so this is a good example of where council can deliver on stuff that's important to locals."

The Lord Mayor encouraged residents to "keep telling us the things that you want" so that the council can act on them.

"Last month in terms of our overall capital works for community projects, about a third of them came as requests from residents, whether

they were things that needed to be fixed, or things that needed to be done better, or completely new ideas like this one," she said.

"I think it's some of the most important work we do."

As Ron Barrassi is an on-leash dog park, the Lord Mayor said the council would soon be consulting the community to see where residents would like more off-leash areas.

"We've got about 38 acres of off-leash dog parks and 5000 dogs registered in the City of Melbourne but we're about to do consultation to ask people where they would like to have more," the Lord Mayor said.

"Residents in Docklands and right across the municipality will be able to jump on Participate Melbourne and nominate if they want more off-leash space."

"It's our fastest growing year for pet registration so making sure we get the spaces right is very important." ●

For more information:
participate.melbourne.vic.gov.au



▲ (Left) Lord Mayor Sally Capp and Sage the wolfhound and (right) the new doggy bag dispenser.

Giving a voice to our international students

While Cr Philip Le Liu has brought many passions to the City of Melbourne, his greatest ambition continues to be making Melbourne the number one student city in the world.

WORDS BY Sean Car

Having first been elected to the City of Melbourne in 2016 on former councillor Ken Ong's ticket, Cr Le Liu is now one of the more experienced members on council after being re-elected for a second term last year.

And at just 38 years of age, he also represents an emerging younger voice at the City of Melbourne, and during his time as a councillor, the plight of the city's growing international student population has been at the top of his agenda.

Having previously chaired the council's international engagement portfolio during his first term, Cr Le Liu told *Docklands News* he had made it his priority to ensure the council better served what was "pretty much our biggest community now".

Making up around 40 per cent of the residential population in the CBD prior to the pandemic, it's a community that represents one of the hardest hit by COVID and the impacts of its absence continue to be felt right throughout the municipality.

While he now chairs the council's finance, governance and risk portfolio, he said he was happy to continue playing a driving role in supporting international students as deputy portfolio lead for education and innovation.

Together with that portfolio's chair Cr Davydd Griffiths – a former teacher and education policy advisor himself – Cr Le Liu he was determined to reinstate Melbourne's title as one of the world's best cities for students.

"When I first came into council, international students were right down at the very bottom, no-one had done anything with it, yet they are one of our biggest communities," he said.

"We'd never had any funding or initiatives or anything, so when I got in I said, 'I really want to put it up here [at the top]'. We were the third best student city in the world, I want to make us number one."

"I hope that by the time I leave here [council] we're number one, and I think we can."

Amid one of the most difficult economic periods in the City of Melbourne's history, as chair of finance, Cr Le Liu has already been central to recovery efforts in helping to deliver the council's biggest budget in its history this year.

While admittedly "less about the numbers", he said he had been able to call on his background in auditing to "put a different lens" through the council's finances and make a "real mark" during a crucial time.

And despite the often "black and white" nature of council treasury, he said the role had been able to "reconnect" him with his more than 10 years of experience working across a variety of sectors, including finance, government, telecommunications and not-for-profit.

But as the city braces for a long-awaited reopening, he said the council needed to continue advocating to both upper levels of government to ensure the city's economy "roared back to life".

"I come from a different side of politics but I have to say that the state government has done pretty well in supporting the City of Melbourne with the Melbourne Recovery Fund," he said.

"It is a good partnership, but you know what? Just because they support us on one thing it doesn't mean we should stay silent on everything. The best relationship is when you test each other."

"It's about looking after our ratepayers, from residents to business owners. There is so much that we need to do for the small business owners, who have been absolutely smashed to bits."

"My family comes from a small business



background. We ran our own shop in Balaclava for 15 years so I know what it means to run a small business. I ran a milk bar when I was 16. It's the migrant story – they can't get ahead, so what do they do? They run a small business."

"I know a lot of small business owners can't really speak English, some have no idea about the bureaucracy so I think we can play a real role in the advocacy and untangling all of the red tape."

As one of four current councillors of Asian descent, Cr Le Liu said that representation of the city's Asian community had never been better at the City of Melbourne.

A prominent member of that community, in 2019 he was recognised as one of 40 Under 40 Most Influential Asian-Australians and the winner of the public sector/government category. He also previously served as the general manager of the Australia-China Youth Association in Beijing, looking after Australian international students studying in China.

In reflecting on how much his community had "really suffered" during the pandemic, he said a key motivation for running again had been a desire to provide support and help it engage differently with the city.

"When COVID first hit, the Asian community was the first to get slammed," he said. "The racism is real."

"We're mainly business people, we want a good education and the right opportunities and that's essentially it for many. For me, I want to

get more of the Asian community into philanthropy and just giving back."

"They're very humble and I think the amount of work the Asian community has done during COVID hasn't really been reflected well but it's been really powerful."

Having been re-elected last year on an "unofficial" Liberal Party ticket led by prominent night club owner Nick Russian, Cr Le Liu's conservative stance on a range of issues are occasionally at odds with a number of his fellow councillors.

There are few issues he is more diametrically opposed to than the state government's current proposal for a medically supervised safe injecting room on Flinders St, which he said he was "saving all his energy" for to continue fighting.

But despite the differing political persuasions inherent at times, he described the current team of councillors as "really energetic", adding that they were each dedicated to achieving good outcomes for the community.

And as a resident of the CBD himself, Cr Le Liu said no community was more important than the city's local residents and stressed the importance of giving them a "real voice" in decision-making through "better engagement".

"The role of councillor is to represent the people. So, back to basics," he said.

"I think we've really got to give residents a voice and ensuring that they're in the thinking in of our decision-making. There are too many times we're they're an afterthought."

"When the night-time economy was raised, I was one of the few people who said we needed to ensure residents' views were across it because they're going to be most affected from it."

"As a resident myself living in the Hoddle Grid, I know exactly when the cleaning trucks come into the laneways at different times of the morning. I know that when we approved the extension of construction permits in the city, I couldn't get any work done [in my apartment]."

"We need to engage with them [residents] more. There is no much knowledge and energy that we don't tap into." ●

DOCKLANDER

Docklands "mumpreneur" discovers dream business during lockdowns

For Docklands mum-of-two, Tammie Winward, there has never been a more important time to "tell our most treasured people that they matter".

WORDS BY Brendan Rees

Like many, she has found it difficult to be separated from loved ones amid repeated lockdowns. But instead of sitting back, she decided to take a "leap" and create a platform "to celebrate the people most important to you".

Since launching Memwah in May, an easy-to-use story video maker, people have been jumping at the chance to record tributes, birthdays, milestones, anniversaries and more through her new online platform – more than she could ever have imagined.

"I'm so proud. Just to see the power in it, I'm so excited by it," Ms Winward said.

"I started Memwah because my parents are getting older and I wanted to find an easy way to record them telling their favourite stories so I never forget but what I am realising is Memwah is more than that."

"It's an opportunity for us to tell our most treasured people that they matter. How them

being a part of your life has changed it for the better. It's become a tribute maker."

In recognition of her efforts in creating an inspirational start up-business, Ms Winward has been named AusMumpreneur Digital Innovation Award winner.

The AusMumpreneur Awards were held at an online event in September where talented mums in business from all over the country gathered to support and encourage other Australian mumpreneurs.

The 44-year-old said she was excited to have taken out the prestigious award against a talented group of women.

It also comes at a turning point in her life after Ms Winward's work as an events producer dried up last year due to the pandemic, and her daughter, now aged two, was put on life support for nine months after suffering a respiratory condition.

"She came off her oxygen machines in March last year when COVID hit," she said. "It was extremely scary, we were in survival mode; we did what we could to look after her and attend non-stop appointments."

"She would stop breathing 30 times an hour every time she fell asleep. It led us to being in isolation before the world went into isolation."

"We had to keep her safe, she couldn't see her family because we didn't want her to get sick because she had a compromised immune system."



Although some may think taking on a new business would be a risk during turbulent pandemic times, Ms Winward said she was on "a mission to let people know they matter" and has so far been buoyed by the success of Memwah with clients including Telstra, universities, TAFEs, and teachers.

"Memwah prompts you with thought-provoking questions about a person, record your answers and compile the stories into a keepsake video you can watch back whenever you need to lift your spirits," she said.

"It is also the perfect way to record your own life story to leave as a legacy for your grandchildren."

"I see over the next few years, that we'll be looking for more personalised gifts, more ways

to be able to stay connected with our loved ones, and this is a perfect way to invite your friends and family to share a story."

To receive 10 per cent off on all first-time orders for short stories, life stories, or feature stories, enter the code YARRASEDGE. The promotion runs from October 1, 2021 until February 15, 2022 ●

For more information:
memwah.com.au

Vertical homework

Staying home has meant learning new work-ways – but what now might be expected of our apartment buildings?

September saw the release of the Productivity Commission's *Working from home* research paper, which investigated how working from home (WFH) might impact Australia's economy and individuals' income, employment and wellbeing.

Described as a "forced experiment" brought about by the pandemic, WFH is one of the biggest changes to our working life in the past 50 years. According to Michael Brennan, chair of the Productivity Commission, "In less than two years we have gone from less than eight per cent of Australians working from home to 40 per cent. While this percentage may not always remain so high it is inevitable that more Australians will work from home."

And during our lockdown, we received much advice about WFH practices, ranging from how to set up our home offices, to employers grappling with OHS standards. Of particular concern was the ever-changing issue of security – both of customer data (you *did* install that last update?) and employee privacy, with reports of "tattleware" being installed on home computers – that's software that logs keystrokes, takes photos and assigns a "productivity score".

The Productivity Commission also considered the impact of WFH on central business districts (CBDs). Its contention is that as more people WFH and avoid commuting into the CBD, significant economic activity (such as retail, hospitality and personal services) may drift from the CBDs to the suburbs. This means that demand for office space may decline as firms downsize or relinquish their offices.

And if so, there will likely be an accompanying decline in office-worker demand for inner-city apartments. This is because being close to their work may no longer mean living close to the CBD.

This is of concern to vertical villages as many of our residents have traditionally been office-workers seeking to be close to their work sites. With work-proximity removed as a major appeal of our buildings, we will need to give serious thought to futureproofing our buildings against this drift away.

This starts with knowing how our vertical villages are impacted by more residents WFH – and then identifying what is required to build our new appeal.

Francesco Andreone (GoStrata Stak) has given this some thought, identifying several issues that vertical villages need to consider, including:

- Increased facilities usage and "wear and tear": WFH means people stay in and around their building for longer, which means more frequent lift usage, increased

use of common property (e.g. gyms) and greater demand upon central utilities (e.g. air conditioning).

- Increased noise and sensitivity to noise: more people active in the building throughout the day and night means greater noise more frequently generated (accompanied by lower tolerance levels, as revealed during lockdowns when noise complaints soared).
- Increased demand upon staff services: more people at home leads to greater demands upon staff, such as managing deliveries (food and parcel), coordinating maintenance repairs, and mediating conflict resolutions (e.g. noise complaints).

In addition to this, vertical villages should consider how their existing amenities can be improved to better support WFH. For instance, some apartment buildings already offer facilities such as business hubs or conference rooms, but often their acoustics (such as sound-proofing) are questionable. Allied to this, vertical villages will need to review associated protocols to ensure their facilities do not become dedicated office resources for individual residents. Other features in need of revamp may include parcel management and storage facilities, with staff now having to contend with growing volumes of work-related deliveries. Together, and as noted by the Productivity Commission, these WFH changes bring increased complexity for risk management, and a need for greater clarity

about WFH responsibilities and their potential impact upon insurance.

As WFH is primarily a CBD-centric shock, the City of Melbourne has already launched activities aimed at "saving our CBD". Yet it seems to me a key element of saving Melbourne's CBD remains overlooked – namely, retaining residents already living here. As WFH promotes a drift away from inner city living, steps must be taken now to make WFH in vertical villages more appealing.

However, the burden of realising this CBD revival strategy should not rest entirely upon the volunteer committees and the personal pockets of residents.

So, here's an idea.

What about business revival grants being open to vertical villages for improving their amenities to support residents WFH and remaining in the City of Melbourne?

In this way, our vertical villages can play an active role in "saving Melbourne's CBD", while also building our own vertical village resilience ●



Dr Janette Corcoran

APARTMENT LIVING EXPERT

LEARN MORE ON FACEBOOK.COM/SKYPADLIVING/

OWNERS' CORPORATION LAW

Did your apartment building suffer any earthquake damage? The committee needs to investigate

As if Melbourne hasn't endured enough over the past 18 months. Pandemic, lockdown, anti-vax riots, losing the hosting rights to the AFL Grand Final, and now, an earthquake.

What's next? A plague of locusts perhaps ...

While the immediate effects of the 5.9 magnitude earthquake on Wednesday, September 22 only resulted in minor property damage being observed and, thankfully, no loss of life, the ongoing effect of the tremor and its aftershocks may give rise to minor building damage in apartment buildings.

The types of damage that might be apparent to the naked eye would most likely simply be the appearance of minor cracks in apartment walls.

In a very small number of buildings, the basement and carpark areas might well show signs of cracks appearing in walls also.

This is not a cause for alarm. All modern buildings in Australia are designed to withstand earthquakes and all sorts of seismic activity.

However, if a building was showing signs of settlement cracks before the earthquake, there is every possibility those cracks would have got larger following the quake.

In very rare cases, and where there are pre-existing defects in the concrete and steel slab foundations, there is a chance the earthquake would accelerate the decline and degradation of materials.

To do a comprehensive structural engineering check of the building would be incredibly invasive, time consuming and very expensive. In short, it would not be recommended to do so, unless the building was aware of pre-existing issues in relation to foundations.

With the above in mind, any apartment building that has actual knowledge (i.e., has received advice from an engineer) that there is an issue or a potential issue with its structures

and foundations must immediately notify its insurer and seek to commission an expert report.

An owners' corporation is obligated under its insurance policy with a duty to act in the utmost good faith and is also under an obligation to comply with a duty of disclosure to promptly advise of any issues.

No doubt insurers will be sending its loss assessors all over Melbourne in the coming weeks and months to respond to notifications of potential claims. OCs need to act decisively and urgently in order to commission these loss assessment investigations. Delays to act might ultimately result in a denial of coverage.

In addition, it would be wise for OCs to send a survey to all residents of the building asking for tenants and owners to self-report their observations of any earthquake damage in the form of cracking on the walls and floors that they may have noticed in their apartments or on the common property.

The survey results can then be passed to the building's insurer for further investigations and determination.

In this regard, it is always better to be safe than sorry ●



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ABBY'S ANGLE

The Great Resignation

I've just been cleaning my home-office while listening to a podcast. And I've been cleaning my home-office in "business hours" for the first time.

I have meetings still scheduled, and deadlines looming – in fact, there is quite a lot of work to be done. But I've stopped and cleaned my space, I've watered the plants in my office and I've looked around and decided I DEFINITELY need some artwork in here. I'm tempted to search online for a painting to love, but – well this column is due so I'm back to focusing on the immediate tasks at hand.

To break away from my desk is unusual for me. But I read something online the other day, and it hasn't left my head. The heading was "The Great Resignation is Here". Now this term the "Great Resignation" was coined by Professor Anthony Klotz to describe how the rise of remote work and factors around the pandemic have caused this phenomenon. "How we spent our time before the pandemic may not be how we want to spend our time after," Klotz said. And let me tell you, I could relate.

I've researched a few articles on this and listened to the ABC's aforementioned podcast on the topic and have to say there's a bit of relief. Throughout the pandemic, I have of course wished for it to be over. The fear of loved ones becoming ill or worse, the lockdowns, the social disruption, the devastation to small business has been paramount. But after that, after those fears, there's been a little bit of joy in my heart that I've felt "almost" guilty about. And reading about the Great Resignation has helped me align these mixed emotions.

Quite simply, there are also some wonderful things that have been discovered in our forced lockdowns that we may not have otherwise afforded ourselves. And that is time. Time in the garden, time to take up a new hobby, time to walk or exercise each day, time at home with

family ... and for me, it's also introduced a great new concept to my schedule: weekends.

I have realised I have been working so hard (being a sole provider, homeowner, single parent, etc.) for so many years that I've just accepted I need to work at least six days a week and all hours. I've appreciated the business opportunities and focused wholeheartedly on delivering business services. And due to the nature of my clients, it's frequently involved weekends and long hours.

But I have discovered the joy of taking weekends for myself; to garden, restore furniture and yes, purchase my first piece of proper artwork from a gallery. I'm exercising each day and have found having a Year 12 student in lockdown to actually be delightful. So, as I watch the numbers each day and excitedly anticipate an end to lockdown to see family and friends, there's a part of me that is determined not to lose what I have gained – connection to myself, a desire for a more balanced lifestyle, and a love of the simple pleasures.

So, this Great Resignation makes sense. In the US, more than 11.4 million people resigned when restrictions finished. They just did not want to go back to the way things were. I for one, certainly want to see a new way to live when we get through this. And my advice to businesses is to embrace the opportunity to "partner" with your staff and clients and understand the changing dynamics of emerging into this new way of living. Our needs and wants for life are changing, and I think that's a positive step.

Until next month, Abby x ●



Abby Crawford

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Earthquake shocks Victoria Harbour!

Just when Melbournians wondered what could possibly be next; after more than 250 days in lockdown, transport suspended to avert protests, the construction industry closing down, police confronting people for exercising in groups, and “COVID fatigue” being diagnosed as a genuine health issue, we are then hit with an earthquake of close to magnitude six.

Despite being not only local news, it is important to record the massive earthquake that struck Victoria Harbour and along with it, the rest of Victoria, from 9.15am on September 22, 2021.

This was the largest earthquake ever to be felt in Victoria since records were kept, post European settlement. The earthquake measured a magnitude 5.9 in Mansfield which was the quake’s epicentre and was felt throughout the entire state. The initial quake was followed by six aftershocks, with magnitudes of 3.5, 4.1, 2.5, 3.1, 2.4 and 2.9. The initial quake was felt 190 kilometres away from the epicentre, in Melbourne as well as in regional Victoria, Sydney, regional New South Wales, the ACT, Adelaide and Launceston in Tasmania.

Minor building damage was reported across the state, including in the Melbourne suburbs of Kensington, Ascot Vale, Parkdale, Prahran, Balwyn, Elsternwick, Northcote and West Melbourne. Many would have seen the footage of the damage to a heritage building in Chapel St, South Yarra. Thankfully no lives were lost, and no injuries sustained. There were a few spilled cups of tea and some temporary power outages, but they were quickly resolved.

At our apartment in Victoria Harbour, the building shook and the balcony rattled as we wondered what was happening. Social media confirmed we were experiencing an earthquake. Apartment and office buildings in Victoria Harbour were quickly evacuated, as they were elsewhere in Docklands and in the CBD. People left buildings in a hurry, some gathering up their beloved pets. We choose to leave our cats, Chloe and Gerald to hide under the beds, as they had never been outside, and we felt it would have been more traumatic for them to be in crowds of people outside.

It was ironic that amid lockdown six, with strict social distancing laws in place, suddenly crowds of people were forced to gather in close



▲ People starting to gather as evacuations begin at Victoria Harbour. Photo: Kieren Barber Wilson.



proximity in Buluk Park or the other evacuation points around Docklands. My son and I chatted to several people cuddling their cats. One lady holding a very large and very frightened kitty said her cat suffered from separation anxiety so she simply could not leave him alone in her apartment. Other cats were being carried in back packs or in the arms of their protective owners. Likewise, there were so many dogs, happily wagging their tails at all the excitement, it looked like we were awaiting judging at a dog show.

As we know, what with COVID and apartment living, many Docklanders don’t get dressed before noon (unless they have a Zoom meeting) so many of those gathering in the park were in pyjamas and dressing gowns. Others sported warm weather gear and it was quite chilly while waiting to be allowed back into homes.

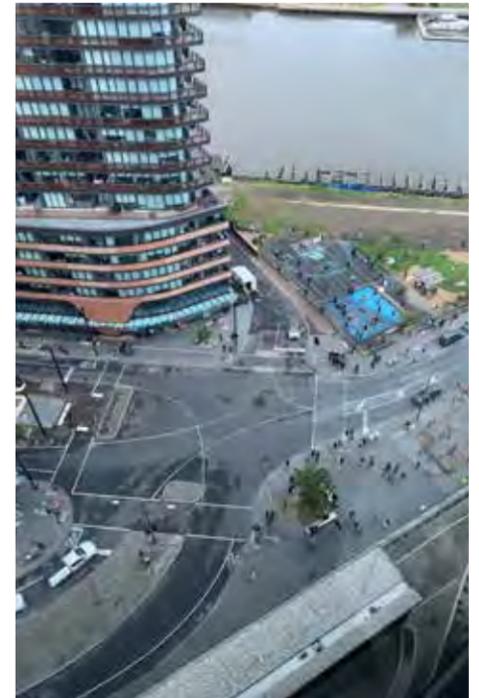
I spoke to a few Victoria Harbour residents about their experience of the earthquake. One told me, “I thought the building might come down”. Another said, “I was really concerned it might have been a bomb.” Others were concerned seeing senior and infirm people struggle down stairwells and this has led to many apartment building managers assessing evacuation protocols. But then there were those that seemed not to have noticed the tremors, commenting “a chair fell over, and I just thought it was my cat being particularly playful,” and “I think a towel fell off the towel rack!”

Whatever challenges confront us, coffee is always the solution! For the first time, in a very

long time, it was wonderful to see that all the local coffee shops were doing a roaring trade. My favourite, Charlie Bit Me, (838 Collins St, facing the park), could hardly keep up with the orders. The barista there said, “I wish I had a faster machine,” and one of the customers in the queue with me noted, “I doubt any coffee shop in Docklands has ever been this busy prior to 10am!” It was also good to see queues at Bambino, Saluministi, Billy Barista, Oliver Browns, and the newly opened East West Coffee Roasters at Buckley Walk. Each of these excellent venues had people waiting patiently and soon warming their hands on their lattes and chais. The family of magpies in the Docklands Community Garden must have wondered where all the people had suddenly come from. And the usually empty space was crowded with Docklanders drinking coffee and speculating about possible further quakes.

There is an end in sight to the lockdown, so let’s continue to support these coffee shops and other retailers as life returns to Docklands. A quick shout out to the newly opened Victoria Harbour artisan wood-fired Pizzeria, San Marzano. This new venue, a few steps up from the post office at 831D Bourke St, offers take away and pick up with a varied menu including gluten free and vegan options. The pizzas are made using a home-made sourdough starter which ferments for 48 hours, and features fresh, seasonal, and sustainable produce.

I am hopeful that with the easing of restrictions towards the end of this month, trust returns to Docklands and that people smile a



▲ Buluk Park, evacuation point, September 22, 2021.

little more and are not too quick to judge those without masks – they may suffer from asthma or have some other health complaint that prevents them wearing a mask. We are a small community, but a close-knit community. So, let’s all keep a look out for our neighbours and help where we can. 2021 will soon draw to a close and we can put lockdowns – and earthquakes – behind us. And let’s hope this holiday season that the only surprises we experience are in gifts given and received, connections remade with regional and interstate family and friends finally being able to visit our very beautiful Victoria Harbour ●



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ABORIGINAL MELBOURNE

Harnessing the healing power of the sea

WORDS BY *Katie Johnson*

In her art and in her life, Wirangu artist Aunty Beverly Meldrum has always stayed close to the sea.

Inspired by her upbringing on the South Australian coast and her current home on the Mornington Peninsula, she wanted to showcase the healing properties of the ocean through her work.

So, when she was accepted into the Koorie Heritage Trust’s Blak Jewellery Program, Ms Meldrum knew what to do.

“The design for all of my pieces come from kelp which I love working with because it’s like a healing for me,” Ms Meldrum said.

“I love the smell of it, the texture of it, sometimes it’s thick and durable and other times it’s thin almost like ribbons – it’s always a surprise to work with and it’s always different.”

Using kelp, fishing net, metals and gold, Ms Meldrum created her *Found Treasures* jewellery collection which includes a necklace and a breastplate.

All of the materials were personally collected from Mushroom Reef in Flinders, with the intention to bring their beauty back to life through art. Ms Meldrum said that working with kelp meant that the final product was dictated by the sea.

“When I collect kelp I just walk until something catches my eye, almost like the kelp is



saying ‘pick me!’ and then I put it in a shopping bag and bring it home,” Ms Meldrum said.

“When you’re working with metal, you can plan how it’s going to come out, but with kelp each piece is different and has a life of its own.”

“I don’t force my jewellery pieces into something the kelp doesn’t want to be.”

Ms Meldrum said that the jewellery, which will be showcased until February 27 at the Koorie Heritage Trust building, was inspired by the grounding and mediative power of the sea.

“I love the texture of the water, the sound of the waves, breathing in the sea air – it’s all healing from within,” Ms Meldrum said.



“Even when you sit on the beach, watching the force of the waves go in and out is like Mother Nature is breathing.”

As the first of its kind in Australia, the Blak Design program was created to provide a platform for nurturing sustainable, indigenous-led design businesses.

Ms Meldrum, along with 10 other artists, took part in six weeks of hands-on jewellery design and making workshops under the guidance of jewellers Blanche Tilden and Laura Deakin, as well as small business skills tutorials.

The works are currently on display in a virtual exhibition on the KHT website, with hopes

in-person visitors will be able to attend after lockdown.

Ms Meldrum said the Blak Design program had been “mind-blowing” and she was keen to learn more skills.

“Never in a million years would I have thought that at my age, I would be doing anything of that calibre, and to think it has led me here,” Ms Meldrum said.

“It was an intense year of learning and re-thinking, and using the tools of the trade in the RMIT silver smithing department where I learnt about metals and the tools associated with them.”

“I would love to learn even more.”

As for her future plans, Ms Meldrum said she was brimming with new jewellery concept ideas.

“Do you know when you go to the pokies and the machine goes off, that’s my head at the moment with all these jewellery ideas,” Ms Meldrum said. “It’s crazy, it’s very exciting.”

To view the virtual exhibit, visit korieheritagetrust.com.au or Aunty Meldrum’s Instagram [@bevonlines6](https://www.instagram.com/bevonlines6) ●

For more information:
korieheritagetrust.com.au

HISTORY

Swamped for views

Once upon a time, the northern part of the Docklands was a lagoon surrounded by a marshy swamp.

Up until the mid-20th century, the area between North Melbourne and the Maribyrnong River was home to Batman's Swamp also known as West Melbourne Swamp.

This view across the city blocks toward the swamp was taken by photographer John Noone in 1869 from the tower of Dr Thomas Fitzgerald's house "Rostella" in Lonsdale St near what is now the County Court (where only the iron gates remain). The photograph was one of eight commissioned for a presentation created for visiting British Naval Officers.

While the large pool of water is prominent in the background, the foreground also gives us a glimpse of West Melbourne at the time. In the foreground is William St, as well as the recently closed Metropolitan Hotel (on the corner of Little Lonsdale St) and the West Melbourne Common School and Literary Institute (at the bottom of the image).

Before European settlement, the swamp (which received water from Moonee Ponds Creek before it filtered into the Yarra) was an important meeting site and a resource for the indigenous peoples of Victoria. The Woi Wurrung would harvest shellfish and hunted game in the area.

Europeans first encountered the lagoon during the 1803 expedition of the Yarra by surveyor-general Charles Grimes. James Fleming, who assisted Grimes, wrote in his journal that, as they climbed Batman's Hill, they spotted a lagoon "in a large swamp between two rivers; fine grass, fit to mow; not a bush in it", with black soil "six to 10 inches deep".

They wouldn't be the last Europeans to admire the ecosystem of this region. In John Batman's initial visit in 1835, he noted in his

journal the sight of "1000 quails flying at one time, quite a crowd".

Writing in the *Victorian Historical Magazine (VHM)* in 1912, George Gordon Macrae reported that when he hunted with his father as a child in the 1840s, the swamp resembled "a real lake, intensely blue, nearly oval, and full of the clearest salt water..." surrounded by pigface flowers. It's likely the blue colour refers to the blue clay that rested at the lagoon's bottom.

Another local from the early settlement, Albert Mattingley (writing in the *VHM* in 1916) noted the fauna included birdlife such as swans, pelicans, and sea gulls with eels and frogs inhabiting the water.

However, the region didn't stay pristine for long. Grazing animals consumed the plants, while abattoirs and noxious industries were built along the Yarra, turning the swamp into a dumping ground for their waste. The consequences would be apparent in the decades that followed.

A medical professional going by the alias "Medicus" complained to *The Argus* in 1866 (February 17) that the polluted swamp had become a malaria risk, and the stench in dry season was "sufficient enough to poison a whole neighbourhood". They were especially concerned with the effects of the polluted swamp, noting that locals who lived closer to the area were more likely to have catarrh (or excessive mucus in nose and throat) become "the most serious forms of intermittent fever (ague), with diseases of the liver and spleen".

In 1872 and 1873 a Royal Commission (known as the Low Lands Commission) was ordered to investigate the low lying lands south and west of Melbourne, including the swamp. Its main intent was to find "the best and most economical application of said lands for commercial and public purposes". Eventually, noting the expensive cost to convert the land for residences, they concluded that the swamp would "be enclosed and drained, so as to be made suitable for purposes of recreation as a park or for cultivation or grazing."



▲ Image S-1292 from the Royal Historical Society of Victoria Collection.

The first works to drain the swamp started in 1877 with hopes of converting the lowlands for grazing and the higher portions for market gardens (*Argus*, June 4). *The Herald* (October 27) reported that the scheme would involve encircling a three-and-a-half-mile portion of the swamp with a canal, with the excavated dirt forming an embankment. All water would flow back into the Moonee Ponds Creek. A pumping station was built at Brown's Hill, near Kensington, capable of pumping out 6000 gallons of water a minute.

The scheme was completed by late 1878, with *The Argus* (December 23) reporting that the drained land was "dry" and "ready for successful and profitable cultivation". However, the market gardens plan was abandoned, with *The Argus* (August 2, 1883) suspecting it was because of "the sourness of the ground", likely referring to the salt still imbedded in the soil.

It wouldn't be the last works done on the area, and in the decades that followed the swamp dwindled away. The Coode Canal,

which re-worked the Yarra's course, reduced the risk of flood into the swamp during times of heavy rain. Further drainage and filling works (especially under the supervision of contractor Michael Walsh in the late 1900s), and construction of docks and industrial works further eroded the swamp, until there were virtually little to no traces of it left by the 1950s.

The once vibrant swamp is now paved over with the old wholesale fruit and flower markets, the railways linking to North Melbourne and Southern Cross, the docks and container storage and various industries. It is a sad reminder that the views like the one taken more than 150 years ago are no match for progress ●



Ashley Smith

RESEARCHER
ROYAL HISTORICAL SOCIETY OF
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MELBOURNE MARITIME HERITAGE NETWORK

Docklanders ... we need your help!

“

Residents of Docklands are a resilient lot. Grey skies, choppy waters and chill winds shearing off the towers make for a long winter, but when the sun shines, how very lovely it really is!

”

In absolutely glorious sunshine recently, Melbourne Maritime Heritage Network (MMHN) took an exploratory walk all along NewQuay to where it currently terminates at Wattle Rd.

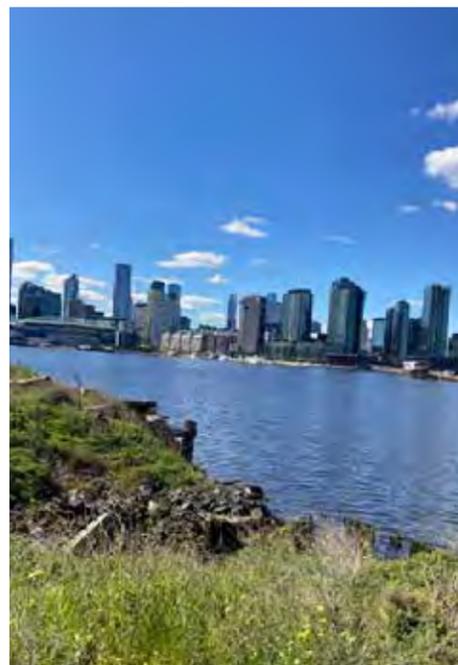
At Wattle Rd the promenade turns inland away from the harbour for a block, and a footpath leads to Ron Barassi Senior Park – arguably the best view of the city skyline to be had in this town.



Now – this is where we appeal for help from Docklands residents ...

The reason the MMHN took this spectacular walk is because of our persistent dismay that the City of Melbourne's much heralded Greenline trail along the north bank of the Yarra River inexplicably terminates at the tip of Collins Wharf. MMHN struggles to make sense of this puzzling piece of urban planning which, while it goes some way towards acknowledging Melbourne's rich maritime heritage, falls short.

Given the heritage significance of Victoria Harbour, how can the City of Melbourne urban planners ignore the major public maritime infrastructure "asset" in the area? Given footpaths



along Harbour Esplanade and NewQuay and around to the Ron Barassi Senior Park already exist, why does the Greenline trail not encircle Victoria Harbour?

The City of Melbourne should do all it can to "open-up" the Docklands precinct – starting with extending the Greenline trail. By being inclusive and effectively creating economic and recreational public benefit in the Docklands precinct, it's an easy win. Note – no new construction costs are incurred in extending the Greenline trail. All that it would require is the installation of additional directional and informational signage and it would certainly lend support to the businesses of Docklands. The

current true heart of Docklands is, in effect, ignoring a major opportunity for the entire Docklands precinct.

MMHN encourages all Docklands residents and business to participate in Greenline trail consultations before they close on October 3 via participate.melbourne.vic.gov.au/greenline

Exploratory walk

Resuming the MMHN exploratory walk to Ron Barassi Senior Park, the water's edge beneath the Bolte Bridge is regrettably still crumbling with yet-to-be-reinstated heritage wharves in the foreground.

However, Victoria Harbour glistens spectacularly, with yachts in the marinas, Docklands Stadium and the Heritage Fleet bobbing against Collins Wharf.

The heritage-listed Harbour Masters Tower looks surprisingly tall from this vantage point, still crying out for re-purposing, and across the river to Yarra's Edge on towards the estuary, the massive vessels sit berthed at the Port of Melbourne docks. Absolutely stunning.

Hopefully, equally stunning is the MMHN vision for Central Pier (Development Victoria permitting) for an architecturally designed iconic low-rise structure housing the Maritime Experience Centre – an **entirely new concept** for Melbourne and a genuinely permanent "activator" for Docklands and an appropriate re-purposing of the heritage-listed Central Pier. Stay tuned! ●



Jackie Watts

CHAIR OF MELBOURNE MARITIME
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High-rise truck saga

Our inner-city champion whom we have lauded in this column has written in with a poignant precis of her tribulations.

The outcome was ultimately a resident's victory over a cohort of developers, managers and local government officials. It is a story of corporate inequity, and regulatory incompetence.

This saga highlights the enormous challenges facing Consumer Affairs Minister Melissa Horne with the dysfunctional owners' corporation legislation and strata governance landscape.

We hope this resolute resident's testimony, quoted here in full, reaches the Minister's desk ...

"All I have ever asked for since moving into my new home in 2012 was safe passage onto my street through my single lobby door, without obstruction from removalists."

"There is an onsite loading dock with a common property goods lift that residents must use, but in 2016 a superannuation fund paid the developer \$92 million for the retail plaza downstairs from the 500-apartment tower where I live. The sale included a 300-year lease of the onsite loading dock in favour of the retail plaza. My residential goods lift is embedded in that loading dock."

"Onsite loading was a special condition of the planning permit. How could I be locked out from enjoying that amenity?"

"Last month this newspaper reported how that superannuation fund, backed by the developer, asked [a] VCAT Planning Tribunal to annexe that loading dock on behalf of the retail plaza, thereby overturning the original plan-

ning permit of 2008. Fortunately, the Tribunal agreed that residents must be allowed to use the onsite loading facility the way it was originally designed for us. I was the instigator of the case in which the council defended my right to enjoy the onsite loading facility, a right that was included with my property purchase."

"As a result of this Tribunal decision, the matter of enforcement has progressed from the planning department to the compliance department. It took me more than four years to get the council to act to enforce its own planning permits. Righting this problem is slow going for the council. There is no clear path yet for all residents to enjoy their loading dock facilities."

"In this loading dock, trucks and huge semi-trailers who service the plaza shops and the huge supermarket chain are driving and parking in a system known only to themselves. They ignore the traffic management drawings approved by the council. The loading dock lift is still locked to residents."

"Since this story was published, I have been asked why it was up to me, as just one of 500 apartment owners above a shopping plaza in this mixed-use development, to get the council to force my strata managers to comply with the planning permit. After all, I do pay my strata managers to look after my common property interests and there is an elected committee to advise them. The other apartment owners have no idea what I have done to try to get unimpeded access to my common property goods lift and to get any illegal contracts overturned."

"Sadly, big apartment developments have very few owner-occupiers and the majority of owners are investors, who either don't know or don't care what laws are broken."

"The strata manager appointed by the developer in 2011 is still in charge, and the commit-

tee has not changed since the strata manager approved their original candidacy."

"I have nominated for the committee, but they keep it to five people. Three of these five hold developer's proxy votes and have majority control."

"There are so many questionable service contracts. The group in control have appropriated the residential lounge to operate their business and their companies have been awarded the embedded wi-fi and cleaning contracts. The behaviour of the strata manager is consistent with loyalty to the developer, not the residents and certainly contravenes the planning permit."

"If the council stays on the case, then retail tenants will have to comply with the council's approved traffic management plans despite what their tenancy contracts say. All unapproved onsite traffic obstacles, such as spare cold stores must be removed."

"It must be safe for residential loading. Once that is done, I hope to see no more furniture removalists obstructing the pedestrian lobby. Only then will my street at my front door be safe."

Nerrida Blashki Pohl

If you wish to contact Nerrida, please let us know via the We Live Here website.



Barbara Francis & Rus Littleton

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LEARN MORE AT
WELIVEHERE.NET



Cladding update

We will provide an update in our November column on the slowly evolving cladding landscape.

Strata managers group makes a mess of COVID cleaning rules

The Victorian chapter of a strata managers industry group, the Strata Community Australia (SCA), had to mop up a flood of confusion following its mass email propagating a supposed government COVID diktat banning cleaning of apartment buildings.

Imagine the shock suffered by building managers, perhaps contemplating a lovely spring clean!

The SCA inbox must have been overflowing with acerbic advice from its own members because, the next morning, SCA rushed out a missive to "address any confusion arising from our COVID-19 update ... as a result of information made available to SCA (Vic) by members responding to yesterday's email, we have updated our COVID-19 advice".

To be fair to the SCA, the information from the Victorian Department of Health and Human Services website was, unsurprisingly, a trifle abstruse.

Apartment residents, rest assured; your building is not obliged to wallow in microbiological filth during lockdown.

Campaign donations

As a not-for-profit organisation, donations from individuals and buildings keep our campaigns going. To register as a supporter of We Live Here or to donate, please visit welfare.net. We Live Here does not accept donations from commercial tourism interests ●

LETTERS TO THE EDITOR

A poem ...

Here is a poem I have written which may be of interest:

Melbourne.19

*It has been hard, so really hard
For kids and adults too
Locked inside our own four walls
Like a private kind of zoo
But its time will run over a while
And we can say we've seen it through
Join and share with one big smile
Rejoice with friends and family too
Perhaps go out and dress in style
Yet remain alert and be aware
With this corona, we must take care
And for those around who still may frown
Spare a thought for those now gone
We're one big family in Melbourne town*

Best, Bob (Docklands resident)



SEND YOUR LETTERS TO:
NEWS@DOCKLANDSNEWS.COM.AU

HEALTH AND WELLBEING

Five tips to avoid takeaway and cook at home instead

There are a bunch of reasons we turn to takeaway for dinner. We're busy, we left it too late, we haven't done the shopping, we just want pizza because it's delicious and we're treating ourselves ... twice a week.

Whatever the reason, takeaway certainly has its place in everyday life, but it can be hell on your hip pocket and your hips in general. Here are five great tips to start avoiding takeaway and unleash your inner chef.

Plan your meals

Admittedly, this does rely on some level of organisation, but the more practice you get in, the easier it will become. By planning out the week's dinners in advance, you're able to reduce waste and buy exactly what you need, save money on impulse purchases, and you have an idea of the time and effort commitment each night's dinner has.

Fill your cupboards with the recipe basics

Some of the best meals are created from random ingredients you happen to have stocked in your pantry (and usually never able to be recreated). A lot of typical homecooked go-to recipes start with the same basic ingredients such as flour, pasta, rice, eggs, vegetables, stock ... you get the picture. Having a steady supply of staple ingredients in your pantry is a great pathway to never having the excuse of "having nothing in the cupboards".



One pot wonder

Being time constrained is usually at the top of the list for turning to takeaway. If this is the case for you, investing in a slow cooker could be a game changer. With countless recipes and creative ways to slow cook your favourites, these one pot wonders do all the cooking work for you. Prep your ingredients when you're cooking dinner the night before, and pop it on first thing in the morning. Eight hours later, you'll have a beautifully cooked and flavourful dinner ready to serve.

Try cooking your favourite takeaway

If you have a regular hankering for a specific takeaway, chances are someone else feels the same way and has created a homecooked recipe to replicate your favourite tasty treat. The pros to cooking your favourite takeaway meal is that you can adapt the flavours and ingredients as much as you like to suit your tastes, even

making a healthier version to support a better lifestyle.

The online buffet of recipes

Where there's the internet, there's a way. The internet holds millions of recipes, cooking tutorials, videos, tips, and every ingredient necessary for a successful homecooked meal. There are even websites that can suggest what you should have for dinner based on your tastes and time available. There really are no more excuses! ●



Dr Mike Edgley

CHIROPRACTOR
DOCKLANDSHEALTH.COM.AU



SASHO, 46

Currently I work as a casual interpreter and translator in Slovak languages such as Macedonian, Hungarian, Serbian and Croatian. I learnt all these languages when I was young. Business isn't as good as it was but I work independently.



LUKE, 21

I study public relations at Deakin and I'm also a bartender. The main thing keeping me entertained is mainly just Netflix and trying to get out and learn new things, which is why I'm out here skating.



ANTOINE, 20

I work at a factory, I'm a machine operator and just got promoted to full-time! I'm keeping motivated by reading books, mainly about spirituality, the gym and trying to see friends and learn new things every day.



ELENA, 47

I work in corporate finance. I'm actually looking for new types of food for takeaway for Saturday nights because we used to go out every Saturday night and we can't go out now. My favourite is Japanese food but I'm on the hunt for a good Chinese place.

Faces of Docklands

What do you do for a living? What's keeping you entertained during lockdown?

STATE MP

Thank you to our community healthcare heroes and everyone getting vaccinated

On my way to Parliament recently, I popped in to say hello and thank you to the amazing nurses and staff from Cohealth and the City of Melbourne who are running a pop-up vaccination clinic at Melbourne Town Hall.

This clinic welcomes all, especially providing vaccinations to those experiencing homelessness, international students and other people without Medicare, and anyone else who has had difficulty accessing the vaccination program so far.

The nurses told me that people lined up from 3am on the first day it opened.

Thanks to the City of Melbourne, Co-Ground is also providing free coffee and snacks, as well as a friendly face and time to chat, to people who are sleeping rough while they're waiting. These people are prioritised in the queue to ensure they don't face any additional barriers to getting their jab.

Staff from Cohealth have also done an amazing job setting up pop-up vaccination clinics at public housing towers in Melbourne's inner-city suburbs, and providing health advice in local languages, something we're very proud to support.

Every vaccination helps protect our community, and with the recent "re-opening road-map" it's our ticket to opening up again. The government has announced that for the next few months, many of the things we want to do (like going to a cafe or pub or event) will only be available to those who are vaccinated, so now is the time to book an appointment if you haven't already.

Thank you to all those who have already had your jab. Young people especially have been coming out in droves over the last few weeks and months, since many have only recently become eligible for the vaccine. Thank you.



I've recently been double-jabbed, as soon as I was eligible, and I'm also feeling very grateful for science and scientists! We're incredibly lucky to have a vaccine, and even luckier to have access to it when so many countries still don't.

If you'd like to make an appointment at the Melbourne Town Hall vaccination clinic, or any other clinic near you, you can do so at coronavirus.vic.gov.au.

If there's ever anything I can do for you, please get in touch. ●



Ellen Sandell
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CHAMBER UPDATE



Pushing hard post-lockdown

The past 18 months has been nothing short of devastating for the Docklands business community.

We would argue that there hasn't been a single precinct or postcode anywhere in Australia that has been hit harder financially.

Prior to COVID restrictions, Docklands averaged 130,000 pedestrian visitors daily – 475 million pedestrian visitors annually.

During the most recent lockdown pedestrian counts totalled as low as 4000 per day with the highest daily total occurring in May in a lockdown recovery phase still not equating to 20 per cent of previous traffic.

Docklands has also been hit with a mass exodus of residents. Known as a centre for international students, that population has completely disappeared.

Corporate workers have left the precinct with no need to be Docklands-based and lifestyle residents have left to regional areas.

Prior to 2020 Docklands averaged 100 to 120 residential rental vacancies advertised across the two major platforms. At the height of lockdown, Docklands had more than 1100 advertised properties.

The sum result of this is that the Docklands Chamber of Commerce estimates that in excess

of 50 per cent of businesses in the precinct either will not, or have not, survived and that the precinct as a whole has suffered a loss of annual revenue well in excess of 90 per cent.

We are going to be extremely active post lockdown focussing on small regular activations which we believe is the immediate action needed, along with the continuation of Docklands Dollars. We are also integrally involved in discussions with both Development Victoria and the City of Melbourne to reactivate Docklands post-lockdown in a more permanent and visual way.

We look forward to supporting the business and residential community in lifting out of this ●



Shane Wylie
MEDIA DIRECTOR
[DOCKLANDSC.COM.AU](https://docklandsc.com.au)
DOCKLANDS
Chamber of Commerce

Encouraging enterprising minds

“

From a focus on social justice and community service, to entrepreneurship and academic excellence, a typical day for students at Haileybury's City campus offers a diverse and interesting experience.

”



Located on King St in Melbourne's busy CBD, the 12-storey building is home to around 700 students from Early Learning and Care (ELC) to senior school. They are all part of a tight-knit community that makes the most of the remarkable learning opportunities that come with being close to Melbourne's best cultural, historic, and sporting precincts.

“Recently there was live footage of a falcon nesting high up on a building near us in the CBD,” Haileybury's director of ELC Dr Rachel Pollitt said.

“Our ELC students could watch the bird feeding, see the eggs hatch and see the baby birds. This sparked the children's curiosity

in learning about life cycles, collecting data about the birds in their local environment and looking at how they could expand their rooftop garden in school to attract more wildlife.”

The city campus includes 1500 sqm of outdoor recreation space over three terraces, 1000 sqm of indoor sporting facilities and an expansive music, art and drama space. There are also state-of-the-art science facilities — but it is what happens within these kinds of spaces that has most impact on students, according to Melissa Allen, Head of Teaching and Learning (middle school).

At any school, student wellbeing and quality teaching are paramount and are based on pro-

viding students with opportunities and building respectful relationships between students and teachers.

“Relationships are the foundation of quality teaching. Once you have a solid relationship built on trust and on honest and critical feedback, then students can engage in their learning and get the most from the teachers who are experts in their field,” Ms Allen said.

She added that quality teaching also provided students with challenges that were relevant, practical and related to real life.

For example, Year 8 students take part in the Haileybury Startup program to develop entrepreneurial flair and skills like digital literacy,

critical thinking, design thinking and teamwork. At the end of the program, students pitch their business ideas to parents and community members at a live event.

Fostering a strong social justice outlook is also important in 21st century classrooms with a focus on generosity, reconciliation, forgiveness, gratitude, and inclusion.

“Our school is strongly committed to principles of fairness, equity and human rights. We believe we have a shared responsibility to contribute to positive social change locally and globally,” Haileybury CEO and principal Derek Scott said.

Most recently, students volunteered with The Smith Family student2student reading program, meeting online twice a week to help a “buddy” from another school who needs support to improve their reading ability.

Year 10 student, Dhimanya Dissanayake, has been helping a Year 4 student discover the pleasure of reading.

“The joy that comes with helping someone who wants help is beyond words,” she said.

“This program is one which seems so simple, yet the reward that comes with it is immense.” ●

For more information:
haileybury.com.au



Jack Hayes

BUSINESS EDITOR

JACK@HYPERLOCALNEWS.COM.AU

Local heavyweights posting record numbers

While we all bear witness to the slow churn of life in a world in recovery and wonder what that life will look like once the COVID-19 covers are lifted, it's with great pleasure to see some businesses in Docklands thrive during the most trying of times.

Not only has local residential property heavyweight Lucas Real Estate survived the repeated economic battering of a global pandemic, but it has also managed, in the mess of it all, to post the company's best ever six-month period with respect to property sales.

Through a resilient central city residential market, the lowest interest rates ever recorded fuelling demand and renters taking advantage of record-low prices, Lucas Real Estate director Baden Lucas told *Docklands News* that it was a fantastic time for local property.

“From a sales point of view, the market has been incredible. My prediction last year was that we would see a soft recovery, I couldn't have been more wrong,” Mr Lucas said. “In fact, the first six months of this calendar year were the best six months, from a sales point of view, we have ever had. We sold over 120 properties.”

“The first thing that has driven these results is value for money. Where can you buy two-bedroom, two-bathroom accommodation for \$500,000 to \$700,000 without driving an hour in a straight line out of Melbourne.”

“The first home buyer market has been incredibly strong. With interest rates as low as they are, and as they have ever been, first home buyers have got easier access to lending than

they have ever had. That has driven an enormous amount of demand from a buying point of view.”

According to Mr Lucas, in the week prior to September 13, his team sold 11 properties in Docklands and four outside of postcode 3008.

This was all done without physical open for inspections, with a host of buyers committing to purchasing properties virtually.

Mr Lucas said demand was coming in different forms.

Firstly, a metropolitan exodus to rural Victoria is seeing homeowners sell their properties in the suburbs and heading to the country. With working from home environments providing that opportunity, many are purchasing in Docklands to maintain a city base.

Secondly, he said that first home buyers were being presented with opportunity, while interest rates were below two per cent, to purchase by repaying a mortgage at a lower rate than renting.

While “unprecedented” became the societal idiom of 2020, “pivoting” became the go-to phrase for our business sector, and pivot is what Lucas Real Estate did.

With virtual tours seeing vendors walking through a property via Zoom as agents commented, or Matterport tours taking 3D scans of a property allowing people to navigate their way through a home on their own, the new world of proxy inspections is one that has been wholeheartedly embraced by Lucas Real Estate.

While the rigours of a global pandemic has provided many challenges, Mr Lucas said he and his team had become stronger and better equipped to service Melbourne's property market.

“The culture of our business has probably never been stronger than what it is right now. We have the youngest average team age that we have ever had in the 20 years of operating,” Mr



▲ Lucas Real Estate director, Baden Lucas.

Lucas said. “I'm considered old and I'm 35. It is a young team, but an incredibly hard working one.”

“The camaraderie of our team is fantastic; I don't think it has ever been this strong. Our team is bigger now than what it was before the pandemic, that's something we take a huge amount of pride with. Not many businesses would have seen a growth during the pandemic.”

“With the changing market conditions, our team has been the first to pivot, the first to move and the first to have those hard conversations with landlords or forthright discussions with vendors to give them a truer picture of what is happening in the market so they can make the right decision, and ultimately get the best possible outcome for them, in whatever those circumstances are.”

According to Mr Lucas, during the past month Lucas was the number one selling agency in Melbourne's CBD, Southbank and Docklands combined, as far as sales volume was

concerned.

Predicting a promising sprint home to the year as we head out of lockdown, he anticipates a steady increase in demand, but baby steps in returning to a pre-pandemic apartment property market.

“The real estate and property market has changed substantially during the course of the pandemic and if I can give anyone any advice at all, is to check in with us and find out how the market has changed,” Mr Lucas said.

“Our values have changed, our buyer profiles have changed, our rentals yields have changed, so if you want to get an understanding of the market, reach out to me or one of our team.” ●

For more information:
lucasre.com.au

Pet's Corner

Rusty by name, and by nature



While Rusty should normally have been destined to become a sniffer dog, there can be no doubting the destiny of his friendship with owner Martine.



As an English Springer Spaniel, Rusty's breed saw him originally enter the world with one purpose in mind – to become a sniffer dog at the airport.

But while that's where the rest of his litter would end up, young Rusty was surplus to requirements.

So, at just six weeks old, a young family instead came to collect him and brought him into their home, where alongside young Martine, Rusty has happily lived for the past seven years.

And to add further to the serendipity of this story, Martine told *Docklands News* that how Rusty ended up with his name was also an act of the universe.

"The name Rusty I thought of myself. I mentioned it when we were getting a dog and it got chosen obviously," Martine explained.

"A few years later I found this little stuffed animal toy dog that I had and I put it into a box. A few years later after we got Rusty I found it and this dog toy

looks exactly like Rusty and on the name tag it had Rusty on it."

"So, I just subconsciously chose this name that looks exactly like the dog. It was really weird!"

While admittedly a little anti-social towards other dogs, Martine said Rusty was very protective of his family, and possessed the unique ability to jump really high, and climb just about anything.

Martine said Rusty enjoyed a well-balanced diet with a few occasional meaty leftovers from the family's dinner table, but he wouldn't go anywhere near olives and lettuce!

But nothing quite makes Rusty or Martine happier than a regular walk together, with Docklands being one of their favourite spots.

"I love him," Martine said. "I walk him every day and it brings me a peace of mind and calmness." ●

MISSION TO SEAFARERS

Seafarers rights

The architecturally significant Mission to Seafarers building is an iconic feature of Melbourne and is considered a fine urban example of a merging of the "arts and crafts" and "Spanish Mission Revival" architectural styles.

The purpose-built Mission was designed in three parts; for the mind, body and spirit.

The building is only one of a handful of buildings in Melbourne still used for its original purpose. The Mission to Seafarers is still operating our services for seafarers by way of caring for them as per our charter to promote the spiritual, moral, mental, emotional and physical wellbeing of all seafarers and port workers in Victoria.

This also includes advocating for their rights. The seafarers of today have just as many issues to face as their predecessors. Loneliness, danger, fatigue, and the stress of not knowing when you will be able to go ashore again. We haven't yet been able to convince the Government of Australia that seafarers are key workers, but with your help we may. Don't forget these workers are essential to your everyday lives. Fuel, coffee, electronics – all come via the oceans, and seafarers are the ones keeping those ships going. Tell a politician that #SeafarersAreKeyWorkers and that they deserve to be vaccinated too.

To help us to advocate for them and to care for them, as soon as we reopen to the public, and we are open every day, come in and see what we do. You will be amazed. You can view one of the three exhibitions going on. The MSC Maritime Art Prize winners; Simon Burton's *Voyagers* and our *Early Origins* exhibits throughout the Mission. Better still you can take an hour-long tour of the heritage-listed building. Led by our experienced and knowledgeable volunteers. Step inside and hear the remarkable stories of



the Mission to Seafarers, discover the original use of the Norla Dome and visit the Chapel.

From October 15 the Annual Maritime Art Prize and Exhibition will be online at missiontoseafarers.com.au/gallery. Please vote for the People's Choice Award or purchase a raffle ticket to win a hospitality prize pack worth \$2000 ●



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10 YEARS ON

Looking back at Docklands News - 10 Years On

OCTOBER 2011 | ISSUE 69 |

DOCKLANDS NEWS

Northbank project announced

Lord Mayor Robert Doyle and Planning Minister Matthew Guy last month announced more bicycle connectivity for Docklands with a further piece of the incomplete puzzle around the Crowne Plaza building on Northbank.



The pair said there was \$2.8 million available for Crowne Plaza Promenade and that a pedestrian and cycle bridge under Sir Charles Grimes Bridge would be next.

"This section of the redevelopment will improve the Northbank Promenade by providing better access for pedestrians and cyclists from Spencer Street and widening the existing walkway around the Crowne Plaza," Mr Guy said.

"The Victorian Government and City of Melbourne acknowledge the significance of the riverfront to the city and the Northbank Promenade project builds on this unique asset."

The Crowne Plaza Promenade will connect to the World Trade Centre Promenade, which includes floating pontoons and berthing facilities.

Cr Doyle said the City of Melbourne was delighted to be in partnership with the Planning Minister to improve one of the neglected jewels of Melbourne, Northbank.

"We understand the success of Southbank, Docklands is progressing extremely well and now it's time to turn our attention to Northbank," Cr Doyle said.

"There is great potential in Northbank: the Banana Alley Vaults, bicycle tracks, even using space under the Charles Grimes Bridge."

Mr Guy said Northbank was recognised as a hub for business, commercial and community activities and these works were part of the \$18 million commitment from the Victorian Government and City of Melbourne to continue the redevelopment of this part of Melbourne.

The Crowne Plaza Promenade will further enhance the amenity and accessibility of the area, providing a link from Docklands to the city centre, and then to Birrarung Marr along the Yarra River ●



港区摩天轮永久关闭

上个月，Docklands居民被迫告别他们备受喜爱和标志性的“墨尔本之星摩天轮”，这是COVID疫情最新的受害者。

Sean Car

自2008年当时称为“南方之星”的这个摩天轮首次开业以来，“墨尔本之星”经历了太多的磨难，但在过去六年的持续运营中，它迅速成为了我们城市的热门景点。

在维持持续的COVID疫情封锁之下，“墨尔本之星”摩天轮母公司MB Star Properties有限公司于9月6日发表声明，宣布将永久关闭这个摩天轮。

声明中写道：“墨尔本之星的董事们今天怀着沉重的心情宣布，这座标志性景观摩天轮将永久关闭，运营公司MB Star Properties有限公司将进入破产管理。

“15年多来，这个摩天轮一直是这座城市天际线的一部分，每年接待30多万名游客，其中国际游客和州际游客占了45%。”

“不幸的是，全球COVID-19疫情大流行以及随后的旅行限制和持续的封锁，再加上在Docklands区域不断增加高层开发和变化中运营的原有挑战，摩天轮的经营无法持续。”

“我们感谢我们的员工和所有维多利亚州人，包括我们的合作伙伴、供应商和支持者，感谢他们让“墨尔本之星”摩天轮能够为来自澳大利亚和世界各地的数百万人提供世界级的体验。”

声明还表示，该公司董事会“绝对致力于做好善后工作”，对其敬业的员工做好安排，确保所有员工都能获得全部应得的福利。

致同会计师事务所(Grant Thornton)的 Andrew Hewitt先生已被任命为清算管理人，并在声明宣布后开始工作。

政府新战略 再现货运桥

Sean Car

一座平行于Bolte大桥的货运桥，长期以来被认为是Docklands港区的“杀手”，再次出现在州政府的最新战略和修订的渔人湾(Fishermans Bend)规划之中。

通过上个月发布的新计划，州政府重申了其在渔人湾区域中心提供“世界一流”设计、工程和先进制造区的承诺。

商业区域部长Martin Pakula于9月1日发布了“推进制造业——渔人湾机遇”的声明，概述了渔人湾国家就业和创新集群(NEIC)的五个关键优先事项。

就业区域位于墨尔本市内，毗邻Lorimer街和Westgate高速公路。2016年，州政府购买了位于Salmon街的前Holden通用汽车(GMH)的场地，希望以此形成NEIC的核心。

但是让Docklands港区担忧的是，州政府声明中第16页的“潜在货运线路”的回归，长期以来，该线路一直被作为连接Webb码头和Swanson码头之间墨尔本港两个不同部分的解决方案。

正如本报6月版所报道的那样，墨尔本港(PoM)首席执行官Brendan Bourke重申了该港口对货运桥的渴望，即在Bolte大桥旁边建造一座6至8米高的桥梁。

Bourke先生告诉本报：“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，以增加港口铁路运力。”

去年10月发布的墨尔本港《2050年港口发展战略》还包括发展Webb码头货运连接，该公司表示，这对“集装箱贸易至关重



要”，并将与州政府合作，在2030年前实现这一目标。

交通基础设施部部长Jacinta Allan最近拒绝证实政府对该项目的兴趣，除了出现在最近的渔人湾战略中，州政府对此一直守口

如瓶。

让许多Yarra's Edge居民进一步担忧的是，Collins Wharf及其辖区之间的拟议电车桥也作为连接中央商务区与渔人湾的“拟议路线”再次出现在新的战略规划之中。

推动墨尔本试行疫苗护照

如果市政支持试行州政府的COVID疫苗护照的话，Docklands港区的咖啡馆、餐馆和娱乐场所可能会比原计划更早开放。

David Schout

根据一项提议的“健康通行证”计划，接种疫苗和获得豁免的墨尔本人可以进入选择参加试行的场所。

9月21日，市政议员一致投票支持该计划，市长Sally Capp将写信给州长Dan Andrews，提议将墨尔本作为试点城市。

市长Capp对州政府的“小孩步子”开放路线图持批评态度，她表示，当地商业需要一个更雄心勃勃的计划。

她说：“墨尔本市一直在竭尽全力让更多的维州人接种疫苗，因为这是重新开放我们城市的途径。”

“在澳大利亚，没有任何地方比墨尔本市受到毁灭性封锁的打击更大，我们的商业应该是第一批安全地重新开业。他们已准备好不惜一切代价。”

健康通行证计划是由市政的夜间经济咨询委员会起草的，该委员会由行业领导者组成。

它由墨尔本非官方的“夜间市长”，樱桃



酒吧(Cherry Bar)老板James Young主持。

Young先生说，不能由于试点而危及安全。

“首先，我们希望场馆内的工作人员安全，我们希望顾客安全，我们不希望任何事情危及安全。”

“墨尔本市的试行选择加入是行业和政府合作中确定和解决问题的绝佳机会。这将需要精简的技术和流程，以最大限度地减少各种规模的商业和场所合规负担，并确保系统快速有效地推出。”

该委员会表示，这不仅会让参与的场所有机会更早开放，还会为更广泛的实施提供有价值的反馈。

该计划将是一项临时措施，将一直实施到疫苗接种水平足以解除健康限制。

墨尔本确认试用电动滑板车

在接下来几个月里将实施为期12个月的“电动滑板车”试用计划，CBD当地人将很快把“电动滑板车”添加到他们的交通选择之中。

David Schout

墨尔本市是被选中试用电动滑板车租用计划的四个地方政府区域之一，另外有两个内城市政(雅拉市Yarra和菲利普港市Port Phillip)以及巴拉瑞特市(Ballarat)。

该试用计划最早将于今年春天开始，等待市政批准一家运营商。

租用的电动滑板车允许在自行车道、共享路段和低速道路上以20公里/小时的速度行驶(最高限速为50公里/小时)。

但是，不允许在人行道上行驶，使用者必须戴上头盔。

对于这种基本上不受监管的交通选择来说，宣布试用计划的时间可以说是姗姗来迟了。

目前在本市街道上看到的大多数电动滑板车都是非法的，因为功率太大(大于200瓦)，而且行驶速度超过了10公里/小时(维州现行的法律规定)。

正如市长Sally Capp在6月份所说的那样，“每次我看到有人骑电动滑板车时，我都会想‘他们可能违法了’。”

在当时，她补充道，“我认为我们越早解决这个问题越好。”

在确认墨尔本市将成为该试用计划的一

部分后，Capp市长告诉本报，一个有效的模式将在很多方面使本市受益。

她说：“墨尔本有一个极好的交通路线网络，可能适合电动滑板车的使用。”

“我们期待测试电动滑板车能否成为另一种安全、有效和环保的交通选择。像这样的创新举措可以吸引更多的游客进入这座城市，帮助他们四处走动，从而有助于恢复人气。”

在为期12个月的试用期间将收集相关数据，以了解如何将电动滑板车安全地纳入本市的交通网络。



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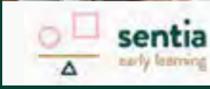
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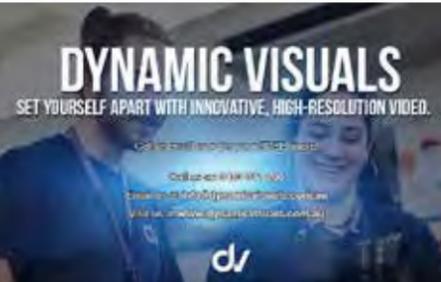
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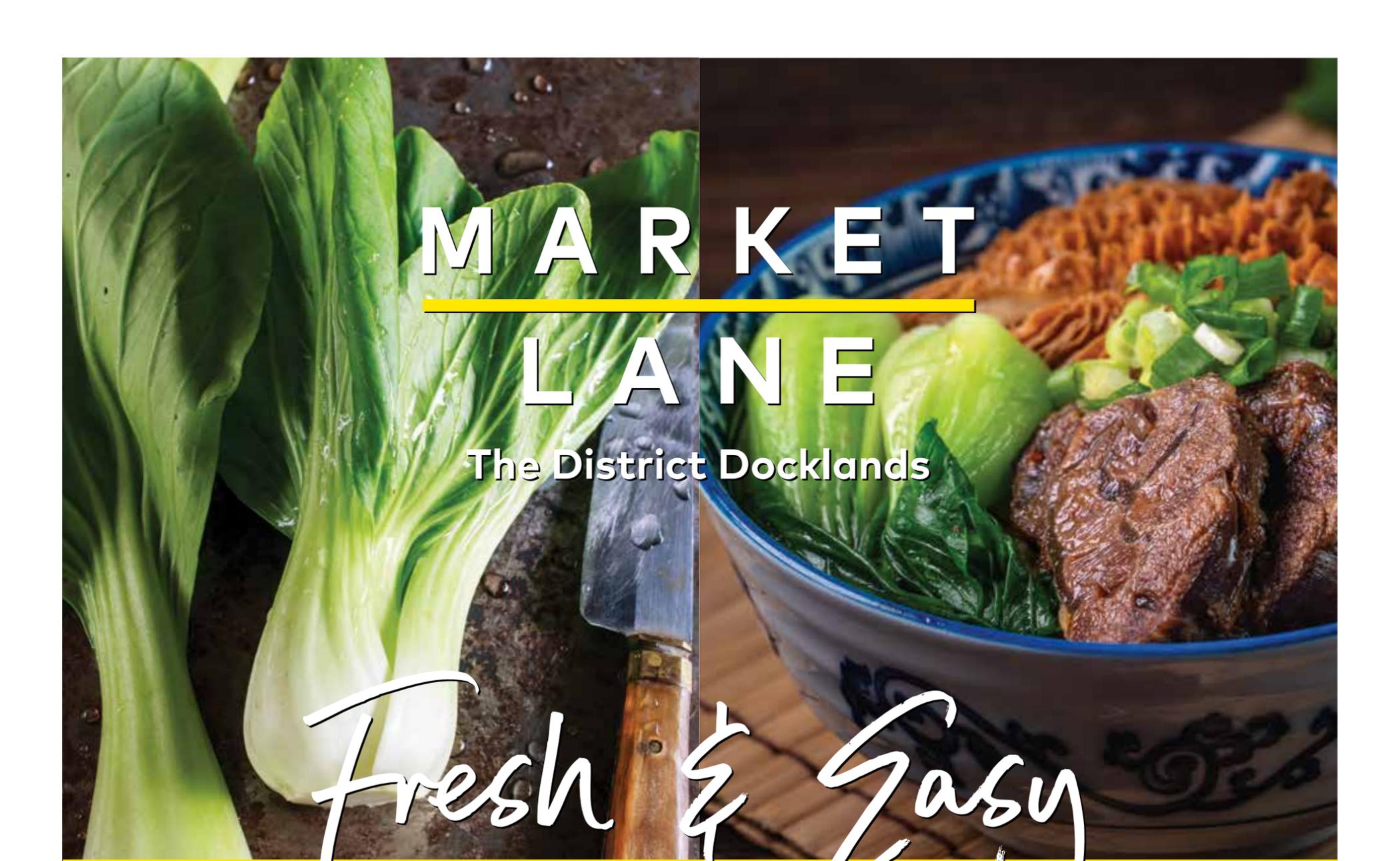


PROPOSAL TO UPGRADE A TELSTRA MOBILE PHONE BASE STATION WITH 4G/5G AT: 9 THE ARCADE, DOCKLANDS VIC 3008

- The proposed works on the rooftop consist of:
 - The replacement of existing antennas with (3) 4G/5G panel antennas 2.68m long
 - The installation of ancillary (3) Tower Mast Amplifiers and (3) Remote Radio Units
 - Internal upgrades in the Out Door Unit
- Telstra regards the proposed installation as Low-impact Facilities under the *Telecommunications (Low-impact Facilities) Determination 2018* ("The Determination").
- In accordance with Section 7 of C564: 2020 Mobile Phone Base Station Deployment Code, we invite you to provide feedback about the proposal. Further information and/or comments should be directed to: Emily Wardlaw on behalf of Telstra, 0422 685 472, consultation@acquirecomm.com.au and at www.rfnsa.com.au/3008022 by **Friday 15 October 2021**.

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